



*Mayor Sylvia Ballin • Mayor Pro Tem Robert C. Gonzales
Councilmember Jesse H. Avila • Councilmember Joel Fajardo • Councilmember Antonio Lopez
City Manager Brian Saeki*

SAN FERNANDO CITY COUNCIL
SPECIAL MEETING NOTICE & AGENDA

JUNE 25, 2014 – 7:00 PM

**COUNCIL CHAMBERS
117 MACNEIL STREET
SAN FERNANDO, CA 91340**

NOTICE IS HEREBY GIVEN that the San Fernando City Council will hold a Special Meeting on **Wednesday, June 25, 2014, at 7:00 p.m.**, in the Council Chambers located at 117 Macneil Street,, San Fernando, California.

CALL TO ORDER/ROLL CALL

PLEDGE OF ALLEGIANCE

Mayor Sylvia Ballin

APPROVAL OF AGENDA

PUBLIC STATEMENTS – WRITTEN/ORAL

There will be a three (3) minute limitation per each member of the audience who wishes to make comments in order to provide a full opportunity to every person who desires to address the City Council. Only matters contained in this notice may be considered.

PUBLIC HEARING

CONSIDERATION TO ADOPT AN INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND APPROVAL OF ZONE MAP AMENDMENT 2014-001 AND HISTORIC DESIGNATION J. C. PENNEY'S BUILDING FRONT FAÇADE AS A CITY HISTORIC RESOURCE FOR THE PROPOSED MIXED USE DEVELOPMENT PROJECT AT 1140-1148 SAN FERNANDO ROAD

Recommend that the City Council:

- a. Conduct a Public Hearing;



SAN FERNANDO CITY COUNCIL
SPECIAL MEETING NOTICE & AGENDA – WEDNESDAY, JUNE 25, 2014
PAGE 2

- b. Pending public testimony, adopt Resolution No. 7619 Adopting a Mitigated Negative Declaration and Approving Zone Map Amendment 2014-001, Amending the Zoning Map of the City of San Fernando to Rezone Portions of 1140 and 1148 San Fernando Road from the Truman/San Fernando District and Mixed Use Transition Sub-District of the SP-4 (Corridors Specific Plan) Zone to the Downtown District and San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) Zone to Allow for a Mixed Use Development;
- c. Introduce for first reading (in title only), and waive further reading of Ordinance No. 1634, "An Ordinance of the City of San Fernando Adopting Zone Map Amendment 2014-001, Amending the Zoning Map of the City of San Fernando to Rezone Portions of 1140 and 1148 San Fernando Road from the Truman/San Fernando District and Mixed Use Transition Sub-District of the SP-4 (Corridors Specific Plan) Zone to the Downtown District and San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) Zone"; and
- d. Adopt Resolution No. 7620 Approving Designation of the J. C. Penney's Building Front Façade Architectural Features, Appurtenances, and Sign Types at 1140 San Fernando Road as a City Historic Resource.

ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the City Hall bulletin board not less than 24 hours prior to the meeting.

Elena G. Chávez, City Clerk

Signed and Posted: June 24, 2014 (5:30 p.m.)

Agendas and complete Agenda Packets (including staff reports and exhibits related to each item) are posted on the City's Internet Web site (www.sfcity.org). These are also available for public reviewing prior to a meeting in the City Clerk's Office. Any public writings distributed by the City Council to at least a majority of the Councilmembers regarding any item on this regular meeting agenda will also be made available at the City Clerk's Office at City Hall located at 117 Macneil Street, San Fernando, CA, 91340 during normal business hours. In addition, the City may also post such documents on the City's Web Site at www.sfcity.org. In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification/accommodation to attend or participate in this meeting, including auxiliary aids or services please call the City Clerk's Office at (818) 898-1204 at least 48 hours prior to the meeting.

San Fernando City Council Special Meeting

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COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Mayor Sylvia Ballin and Councilmembers

FROM: Brian Saeki, City Manager
Fred Ramirez, Community Development Director

DATE: June 25, 2014

SUBJECT: Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

RECOMMENDATION:

It is recommended that the City Council:

- a. Conduct a Public Hearing;
- b. Pending public testimony, adopt Resolution No. 7619 (Attachment "A") Adopting a Mitigated Negative Declaration and Approving Zone Map Amendment 2014-001, Amending the Zoning Map of the City of San Fernando to Rezone Portions of 1140-1148 San Fernando Road from the Truman/San Fernando District and Mixed Use Transition Sub-District of the SP-4 (Corridors Specific Plan) Zone to the Downtown District and San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) Zone to Allow for a Mixed Use Development";
- c. Introduce for first reading (in title only), and waive further reading of Ordinance No. 1634 (Attachment "B") "An Ordinance of the City of San Fernando Adopting Zone Map Amendment 2014-001, Amending the Zoning Map of the City of San Fernando to Rezone Portions of 1140-1148 San Fernando Road from the Truman/San Fernando District and Mixed Use Transition Sub-District of the SP-4 (Corridors Specific Plan) Zone to the Downtown District and San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) Zone"; and
- d. Adopt Resolution No. 7620 (Attachment "C") Approving Designation of the J. C. Penney's Building Front Façade Architectural Features, Appurtenances, and Sign Types at 1140 San Fernando Road as a City Historic Resource.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 2

BACKGROUND:

1. On June 19, 2012, Paul Luna, the applicant and local resident, submitted a letter to the City of San Fernando requesting that the J. C. Penney's building, located at 1140 San Fernando Road, be designated as a historic resource. Subsequent to submittal, staff reviewed the request pursuant to the City's Historic Preservation Ordinance (City Code Section 106-1383, et al.) and researched all information available for the property, including the Sanborn Fire Insurance Maps, City building permits, and information from the Los Angeles County Assessor's Office to assess whether the J. C. Penney's building would merit designation as a historic resource.
2. On July 3, 2012, staff mailed written notification to 1140 San Fernando Road, LLC (c/o Aszkenazy Development, Inc.), the property owner of record, regarding the public request received by the City to designate the J. C. Penney's building as a historic resource and to obtain the owner's written consent to designate the building.
3. On September 5, 2012, the Planning and Preservation Commission recommended approval of the designation of the J. C. Penney's building at 1140 San Fernando Road as a historic resource to the City Council pursuant to Planning and Preservation Commission Resolution 2012-09.

Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J. C. Penney's building at 1140 San Fernando Road merited consideration for designation as a local landmark, the City's chief planning official (the City Planner) submitted a written request to obtain the property owner's consent to such designation. The City Planner was unable to obtain a written response from the property owner consenting to the proposed historic resources designation at that time and it was the City Planner's determination that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent.

4. On April 1, 2014, Project applicant Ian Fitzsimmons on behalf of the owner Aszkenazy Development Inc., submitted site plan review, variance, and zone change/zone map applications to construct a four-story mixed use project with 101 residential dwelling units on three floors above 17,455 square feet of ground floor retail with an initial plan showing 106 units of on-site residential and guest parking located within a subterranean parking garage and floor parking area. The applicant proposes develop the Project on a site consisting of two SP-4 (Corridors Specific Plan) zoned properties at 1140-1148 San Fernando Road (the "Project").

As part of the Project application the proposed design of the building sought to retain the character defining and potentially historic features of the J. C. Penney's building front façade facing San Fernando Road. At that time, City planning staff informed the applicant that consideration of the J. C. Penney's building front façade preservation would require a cultural resource assessment as part of the environmental assessment process the result of

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 3

which might require preservation of said façade's architectural features and appurtenances as a City historic resource. (Note: Proposed ground floor square footage was reduced from 18,640 square feet and the parking count was subsequently increased to 108 on-site parking spaces as noted in the conceptual plans submitted for Planning and Preservation Commission review on June 23, 2014.)

5. On June 6, 2014, in accordance with the provisions of the California Environmental Quality Act (CEQA), a Draft Initial Study and Mitigated Negative Declaration (MND) were prepared for the Project. Pursuant to CEQA, the intent of the Initial Study and MND are to provide a comprehensive assessment of any potential environmental impacts associated with the proposed mixed use project. On the basis of the Initial Study prepared for the Project, it was determined that potential significant adverse environmental impacts associated with the Project's development could be reduced to levels that are less than significant with the proper implementation of project-specific mitigation measures. As a result, a Mitigation Monitoring Plan that summarizes and identifies each mitigation measure and the appropriate oversight and enforcement agency within the City will be included as part of the Initial Study and MND analysis. The Initial Study and draft MND were previously provided to the Planning and Preservation Commission and the City Council via separate e-mails on June 6, 2014, and is included herein as Exhibit "E" to Attachment "A" to this report.
6. On June 6, 2014, a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) and Notice of Public Hearing was filed with the Los Angeles County Clerk's office pursuant to the CEQA Guidelines. In addition, the notice was mailed out to adjacent property owners to the Project site. Also, on June 6, 2014, the notice was published in the print and online editions of the Los Angeles Daily News.

Pursuant to CEQA, the 20-day public comment period for the draft Initial Study and MND began on Friday, June 6, 2014 and will end on Wednesday, June 25, 2014. All public comments received at the time that this report was completed regarding the Project are included herein as Attachment "8" of Attachment "G" of this report. City staff responses to comments and the comments themselves that are received during the public review period will be submitted to the City Council for review of the Project's requested zone map amendment and environmental assessment at a publicly noticed hearing that is scheduled for Wednesday, June 25, 2014, at 7:00 p.m.

7. On June 23, 2014, the Planning and Preservation Commission conducted a public hearing on the proposed Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and proposed designation of the J. C. Penney's building front façade architectural features, appurtenance, and sign types as a City historic resource. Subsequent to public comment and commission discussion, the Planning and Preservation Commission took the following actions:

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 4

- a) Approved Variance 2014-001 and Site Plan Review 2014-008, pursuant to Planning and Preservation Commission Resolution 2014-06 (Attachment "D") and conditions of approval;
- b) Adopted Planning and Preservation Commission Resolution 2014-07 (Attachment "E"), recommending to the City Council designation of the J. C. Penney's building front façade elevation facing San Fernando Road which includes character defining architectural features, appurtenances including sign types located at 1140 San Fernando Road as a City historic resource; and,
- c) Adopted a "Resolution of Intention" recommending to the City Council approval of Zone Map Amendment 2014-001 and adoption of the Initial Study and Mitigated Negative Declaration for the Project to the City Council, pursuant to Planning and Preservation Commission Resolution 2014-08 (Attachment "F").

Attachment "G" is the City staff report to the Planning and Preservation Commission that provides detailed analysis of all needed project entitlement requested by the applicant and staff's recommendations that were subsequently considered by the commission at their special meeting on Monday, June 23, 2014. Attachment "H" is the draft summary minutes of the June 23, 2014, Planning and Preservation Commission Special Meeting.

ANALYSIS:

1. Project Overview. The Project is a request for City Council approval of a Mitigated Negative Declaration and Initial Study for the Mixed Use Development, Zone Map Amendment 2014-001, and a proposed historic designation for the properties located at 1140-1148 San Fernando Road. The zone map amendment would result in an amendment to the current zoning district and sub-district classifications that currently apply to both properties located within the SP-4 zone and rezone said properties under the Downtown District, San Fernando Mall Sub-District zoning classification. Approval of the proposed zone map amendment is intended to facilitate the construction of a new four-story mixed-use development with three floors of residential with 101 one-bedroom residential units that will be designated for rent to low-income households making 60% or less of the Los Angeles County Area Median Income ("AMI"). The three floors of residential will be constructed above a first floor with approximately 17,455 square feet of commercial floor area dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road.

The Project site is currently improved with the former J. C. Penney's Department Store building and the former Bank of America ("Casanova") building. The proposed historic designation seek to preserve a majority of the existing façade on the San Fernando street frontage while replicating the design of the old J. C. Penney's signs that were on the building prior to its closing. Based on the submitted plans, the parking for the project will be provided

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 5

by 108 on-site parking spaces including the construction of a subterranean parking facility. The Project Site is approximately 35,000 square feet.

On June 23, 2014, the Planning and Preservation Commission recommended to the City Council adoption of the Mitigated Negative Declaration and Initial Study, approval of the Zone Map Amendment 2014-001, and designation of the J. C. Penney's building front façade and sign types as a City historic resource in order to facilitate the proposed mixed use development project at 1140-1148 San Fernando Road.

2. **Environmental Assessment.** Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City of San Fernando, as the Lead Agency overseeing the environmental review for the proposed Mixed Use Development Project, has prepared an Initial Study of the potential environmental effects of the proposed Affordable Housing Project. The Mixed Use Development Project includes applications for a Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and a proposed to designate the J. C. Penney's building front façade architectural features and appurtenances on San Fernando Road as a City historic resource. The proposed Mixed Use Development Project and associated zone map amendment, variance, site plan review, and historic designation proposal together constitute the "Project" evaluated pursuant to CEQA.

Based upon the findings contained in the Initial Study, the City determined that the Project may have potential significant effects on the environment attributed to growth (*i.e.*, aesthetics, air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public service, and utilities impacts) associated with the proposed Project. Pursuant to CEQA, the environmental assessment provided for a comprehensive analysis of potential significant environment effects and includes mitigation measures that will provide for the reduction of identified environmental impacts to "less than significant" levels. Based upon the findings contained in the Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the Project would have a significant effect on the environment. Based upon that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

As part of the project's environmental assessment process, the City Council will review the Mitigated Negative Declaration and any comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment. The City Council must further find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council. Based on these findings, the City Council can thereby adopt the Mitigated Negative Declaration for this Project.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 6

City staff and the Planning and Preservation Commission have also reviewed and considered the proposed Mitigation Measures noted in the Mitigated Negative Declaration and Initial Study for the Project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and find that such mitigation measures are designed to ensure compliance with the mitigation measures during project implementation. Therefore, City staff and the Planning and Preservation Commission are recommended that the City Council adopt the Mitigated Negative Declaration and associated Mitigation Measures for the Project.

- 3. General Plan, Specific Plan, Regional Transportation Plan Conformance.** It is City staff and the Planning and Preservation Commission's assessment that the proposed mixed use project is consistent the City's General Plan including the Land Use, Housing, and Historic Preservation elements.

The Project site has and will continue to have a San Fernando Corridors Specific Plan (SP-4) General Plan Land Use Designation. The applicant's request, through the submittal of zone change and zone map amendment application, is to change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone change and zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

It is staff's and the Planning and Preservation Commission's assessment that the proposed zone change and zone map amendment are consistent with the goals, objectives and programs of the City's General Plan land use, housing, and historic preservation elements based on the following factors:

- a. Compliance with General Plan Land Use Element Goals and Objectives and Long Term Regional Planning Programs. The proposed Project would retain the SP-4 General Plan Land Use Designation. The proposed mixed use development at the Project Site includes a subterranean private parking level with exclusive access for future residents, a ground floor with 17,455 square feet of commercial floor area and additional on-site parking for residents and guests, and three floors above street level for 101, one-bedroom apartment units dedicated to low-income households. As previously noted, the Project site is bisected by the Downtown and the Truman/San Fernando districts both of which allow residential apartments on the upper floors as well as ground floor retail and service commercial uses. In both districts, the required on-site parking for the proposed residential and commercial land uses is considered a permitted and ancillary use.

As previously noted, the Project site is bisected by two Sub-Districts of the SP-4 zone. The portion of the Project site in the Truman/San Fernando District's Mixed Use Transition Sub-District facing Celis Street has a Residential Density of 24 dwelling units (minimum) to 45 dwelling units (maximum) per acre (Truman/San Fernando District,

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 7

Section 3.2). Pursuant to Section 3.2 of the development standards, the maximum density permitted for properties within the Mixed-Use Transition Sub-District is 45 units per acre (one dwelling unit for every 968 square feet of lot area). Based on the Project site's overall size of 35,000 square feet, the total number of units that could be built under the maximum density allowed in this Sub-District would be 36 dwelling units. Pursuant to the City's Density Bonus regulations, this number could increase to a maximum of 49 dwelling units. In both scenarios, the maximum allowable residential density is well below the proposed 101 residential unit count.

The portion of the Project site facing San Fernando Road is in the Downtown District and uses a Floor Area Ratio (FAR) to determine the allowable intensity of development, which includes the number of residential units. Under FAR, the maximum allowable square footage is 3.5 times the lot size when it includes residential land uses as part of a mixed use project. In this case, the maximum buildable floor area is 122,500 square feet (e.g., 35,000 sq. ft. times 3.5 FAR). Under the FAR scenario the number residential units and commercial square footage proposed as part of the development would only be limited by the allowable building envelope. The building envelope is constrained by such development standards as setbacks, required number and size of on-site parking spaces, and building height. In this scenario it could be possible to build the proposed 101 residential units, the 17,455 square feet of commercial floor area, and the 108 on-site parking spaces. Per the applicant's request, the use of FAR analysis for the entire Project site to facilitate the Project requires City approval of the zone change and zone map amendments in order to designate the entire Project site under the SP-4 zone, Downtown District and San Fernando Mall Sub-District zoning classification.

The proposed Project would allow a mixed use, infill development project to be developed at the Project site, which includes 60,000 square feet of unused and somewhat obsolete retail space of the former J. C. Penney's building. The interior space of the space of the 51-year old building is in need of major structural upgrades and lacks elevators and escalators necessary to transport potential customers to the three existing levels. Furthermore, the building requires a significant amount of structural and utility upgrades necessary to bring the building up to current building codes and lacks one or more levels of on-site parking dedicated to the existing commercial tenant space. Collectively, these factors significantly limit the potential pool of prospective tenants willing to pay the necessary premium rents to offset the cost to upgrade the building in order to comply with current building standards and potentially building subterranean parking facilities. Therefore, it is anticipated that not facilitating the proposed Project would result in the building remaining unoccupied beyond its current two year vacancy.

The Project site's adaptive reuse will allow a mixed use project that includes ground floor retail uses and new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 8

storefront facades that add activity and interest along the street” and to “provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multi-story buildings in the district”. (Truman/San Fernando District's Section I: Purpose, Page 116 and Downtown District's Section I; Purpose, Page 70 of San Fernando Corridors Specific Plan.)

Furthermore, the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the City by being distinct areas of the City with a unique character that is active, livable, and unique places in their own right;
2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
4. Revitalize the identity and investment climate of the City as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to “increase residential opportunities throughout the specific plan area” including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
6. Use the corridors to enhance San Fernando's identity to visitors.

(Source: San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.)

Adaptive reuse of the Project site that will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 9

residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area.

It is staff's and the Planning and Preservation Commission's assessment that the proposed building design and site improvements are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the City's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I: Purpose; Page 82.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments that are consistent with the pattern of existing and anticipated development within the San Fernando Mall Sub-District that includes retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road.

The design of the building could be described as a modern building with a mix of design elements that effectively incorporates stucco, concrete, and metal materials in order to create a cohesive, yet modern design style that is both distinctive to the proposed structures and complimentary to the front façade of the former J. C. Penney's building that is being preserved. Key architectural elements include: raised parapet walls of various elevation heights that assist in breaking up the façade, multi-panel windows of varying sizes, multi-story tower structures at varying heights, balconies with metal railings, functional interior courtyards and patios, well-defined pedestrian and vehicular entryways, on-site common open space amenities. Furthermore, all design elements are repeated throughout the building's interior and exterior facades, creating an overall design that is visually appealing.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 10

The set of conceptual plans submitted for final review by the Planning and Preservation Commission and the City Council are included as "Attachment 11" of the June 23, 2014, Staff Report to the Planning and Preservation Commission, which is Attachment "G" to this report. City staff will be working with the applicant to further refine the conceptual plans in order to address the proposed Conditions of Approval included as "Exhibit 'A'" to Planning and Preservation Commission Resolution 2014-06, which is included as Attachment "D" to this report.

Approval of the proposed Project and associated zone map amendment, variance, and site plan review applications would ensure the Project's compliance with the goals and objectives of the City General Plan Land Use Element by:

- ✓ Retaining the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center (i.e., Sylmar/San Fernando Metrolink Station) and the City's downtown/civic center areas; and,
- ✓ Maintaining an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the project's development.

(San Fernando General Plan Land Use Element Goals I and III, Page IV-6)

In San Fernando, the Southern California Association of Governments (SCAG) is the metropolitan planning organization that represents the City in regional planning matters and is responsible for the development of regional plans for transportation, growth management, and other plans mandated by federal and state law.

In 2000, SCAG initiated a comprehensive process to develop a plan that the City actively participated in to focus on regional methods for responsible growth and development patterns. The Compass Blueprint Growth Vision was a result of regional planning efforts that were developed from input by more than 190 cities, including the City of San Fernando, to address land use and transportation challenges that currently face Southern California and will continue to do so in the future. The Compass Blueprint Growth Vision focuses on four key principles to encourage responsible land use policies and growth patterns. These principles include mobility, livability, prosperity, and sustainability. To implement these principles, the Growth Vision encourages: 1) focusing growth in existing and emerging centers and along major transportation corridors; 2) creating significant areas of mixed-use development and walkable communities; 3) targeting growth around existing and planned transit stations; and 4) preserving existing open space and stable residential areas. Additionally, the Compass Blueprint's "2% Strategy" for implementing the growth vision creates a guideline that promotes improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 11

As part of the 2% Strategy, opportunity areas were identified throughout the region along transportation corridors where infill development was possible ("Attachment 5"). Based on SCAG's assessment, the City of San Fernando's SP-4 zone commercial corridor that includes portions of the Truman/San Fernando and Downtown district corridors has been identified part of a larger opportunity area that can facilitate the development of infill, transit oriented development projects in close proximity to a transit center where rail and bus transit is available to service nearby residents and people that travel from outside of the area to work in the City. The San Fernando/Sylmar Metrolink Station, which provides public access to bus and rail lines is located on the southwesterly corner of Hubbard Avenue and First Street is located approximately .60 miles from the Project site.

The proposed mixed use project that includes 101 one-bedroom units dedicated for rent to low-income households would be developed as part of an infill development project that would occupy the location of vacant three-story commercial building located at 1140 San Fernando Road (the former J. C. Penney's building) and replace the existing 9,179 square foot commercial building at 1148 San Fernando Road that currently houses the Casanova retail store (former Bank of America building). The Project would also facilitate retention of the J. C. Penney's building façade and storefront design that exist along San Fernando Road as provide for significant physical upgrades to the site through the development of a four-story mixed use building with a subterranean parking level, 17,455 square feet of ground floor commercial, and three floors of residential within a new building that complies with all applicable City building codes.

Additionally, the Metro bus stops are located within a quarter mile of the Project site at Celis Street and San Fernando Mission Boulevard (Metro Bus Stop No. 20035) and Truman Street and South Maclay Avenue (Metro Bus Stop Nos. 6617/14981). Furthermore, the Project site is within a quarter mile from two trolley stop located on Celis Street and San Fernando Mission Boulevard (Trolley Stop No. 27) and San Fernando Road and San Fernando Mission Boulevard (Trolley Stop No. 28).

The location of the Project and its close proximity to public transportation and the City's downtown make the site ideal for a mixed use project that also includes affordable housing units. Also, the applicant has proposed that all of the 101 dwelling units of the Project would be made available for rent by eligible households whose income is 60 percent or less of the Los Angeles County's area median income ("AMI"). The proposed improvements to the site would integrate well with the surrounding commercial and residential uses that exist and have historically existed within the San Fernando Mall/Downtown area.

The Project and associated zone map amendment request would meet the four principles outlined in the Compass Blueprint's Growth Vision by:

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 12

- Increasing the region's mobility by:
 - ✓ Encouraging transportation investments and land use decisions that are mutually supportive;
 - ✓ Locating new housing near existing jobs and new jobs near existing housing;
 - ✓ Encouraging transit-oriented development; and,
 - ✓ Promoting a variety of travel choices.
- Enhancing the livability of our communities by:
 - ✓ Promoting in-fill development and redevelopment of underutilized and vacant parcels in order to revitalize existing communities;
 - ✓ Promoting "people-scaled," walkable communities; and,
 - ✓ Supporting the preservation of stable neighborhoods.
- Enabling our prosperity by:
 - ✓ Providing a variety of housing types in each community to meet the housing needs of all income levels; and,
 - ✓ Supporting local and state planning and fiscal policies that encourage balanced growth.
- Promoting sustainability for future generations by:
 - ✓ Developing strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions;
 - ✓ Focusing development in urban centers and existing cities; and,
 - ✓ Using "green" development techniques.

(Southern California Association of Governments: Compass Blueprint Growth Vision – 2% Strategy; www.compassblueprint.org/about/strategy)

- b. Compliance with Housing Element Goals, Objectives and State Mandated Housing Programs. As mandated by State law, a city is required to make adequate provisions for the existing and projected housing needs of all economic segments of the community. These provisions are included within the City of San Fernando General Plan Housing Element's Housing Plan and specify programs that guide how the City will provide its fair share of affordable housing units. (City General Plan 2013-2021 Housing Element, Program No. 5, 6 and 7, Pgs. 76-78.) The Southern California Association of Governments (SCAG) is the metropolitan planning organization that is responsible for determining the City's required housing allocation through the Regional Housing Needs Assessment (RHNA). As defined by RHNA, San Fernando's new construction need for the period of 2014 through 2021 is 217 new units. This allocation of required units are distributed among the following four income categories included in the table below:

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 13

<u>Regional Housing Needs Assessment (RHNA) Figures: 2014 – 2021</u>	
Very low-income units	55 Units
Low-income units	32 Units
Moderate-income units	35 Units
Above Moderate-income units	95 Units
Total	217 Units

(City of San Fernando 2014-2021 Housing Element, Table 31, Page 57.)

The proposed Project would consist of the construction of a total of 101 one-bedroom apartment units for rent by eligible low- and/or very low-income households who are at 60 percent or less of the County's Area Median Income (AMI). Approval of the requested amendment to City's zoning map to change the district and sub-district land use designations for portions of the affected properties at 1140-1148 San Fernando Road from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District would facilitate the development of the mixed use project that includes new affordable housing for low- and very low-income households, an underserved segment of the city's population.

The availability of new affordable housing would help the City get closer to achieving its fair share allocation of the RHNA housing numbers. Additionally, a condition on the development of the Project, the units will be maintained affordable for a period of no less than 30 years. The condition of approval for the Project will ensure the long term availability of affordable housing for low- and very low-income residents within the city. These new units of affordable housing would also help the City get closer to achieving its fair share allocation of the RHNA numbers for the new 2014-2021 reporting period, as required by State law.

In addition, it staff's and the commission's assessment that the Project would also comply with goals and policies of the City General Plan Housing Element by:

- ✓ Providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives;
- ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
- ✓ Providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy;
- ✓ Providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 14

special needs (such seniors and persons with disabilities, including persons with developmental disabilities);

- ✓ Utilizing zoning tools, including zone map amendment, variances, shared parking agreements, etc.], to provide affordable units within market rate developments;
- ✓ Supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and,
- ✓ Encouraging the use of sustainable and green building features in new housing.

(2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7,2.9; Pgs. 75-76)

4. Zone Map Amendment. On June 23, 2014, the Planning and Preservation Commission reviewed the proposed Project and recommended approval of the zone change to the City Council as part of Planning and Preservation Commission Resolution 2014-08. If the City Council concurs with the Commission's and staff's assessment, it would be the determination of the City Council that the findings for approval of the requested zone map amendment could be made in this instance based on the above discussion, and as explained below.

A. Consistency with the objectives, policies, general land uses and programs of the City's general plan.

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multi-story buildings in the district". (Truman/San Fernando District's

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road
Page 15

Section I: Purpose, Page 116 and Downtown District Section I; Purpose, Page 70 of San Fernando Corridors Specific Plan.)

The Project's building design and site improvements resulting from the zone map amendment are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Page IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 16

historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

B. Not detrimental to the public interest, health, safety, convenience or welfare.

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above grand level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways,

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 17

eliminating any blight conditions associated with the existing physical condition of the subject properties.

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand. Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare.

- 5. Historic Designation.** In 2002, the City of San Fernando commissioned the preparation of a historic resources survey to identify potentially historic structures within the City. The survey, conducted by Cultural Resource Management, LLC, resulted in the identification 231 properties that could potentially merit designation as local historic resources. Of the five commercial properties identified, the J. C. Penney's building at 1140 San Fernando Road was one of the properties listed as a structure that could merit designation. The description provided of the building in the survey is as follows:

"The J. C. Penney's Co. is a modern style building, influenced by the International and Moderne styles. As quoted in the San Fernando Sun in 1942, "this building will stand as one of the most modern department stores in the Valley". The International Style features include the flat roof and façade-length ribbon windows that are flush to the wall. The entrance area is recessed under the principal structure. The building is two stories, with a prominent second story façade that is influenced by more streamline characteristics. The length is marked by rectangular space of concrete shiplap, outlined with ribbed concrete, with vertical row of three decorative squares on the southern end. A parapet wall rises on the southern corner, sheathed in shaded concrete tile. A flat roof extends over the centrally positioned entrance, supported by two ribbed columns. Smooth stone flanks the ribbon windows on the first story façade. The side walls are covered with stucco." (2002 Historic Resources Survey prepared by Cultural Resource Management, LLC.)

The J. C. Penney's building, built in 1953, incorporates a Modern-style of design distinctive of post-World War II architecture with Art Deco and International influences. The building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior neon blade sign that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

As noted previously a biography of the company and its history in San Fernando was provided to City staff by the property owner in order facilitate the City's assessment of whether the building met City criteria for designation as a City historic resource. The description in the biography regarding the building's architecture is provided below.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 18

“This two-story building has a flat composition roof; stucco, masonry, and brick walls; steel sash; and terrazzo and terra cotta detailing. The upper wall of the front (east) façade is mainly stucco scored horizontally, its edges “framed” by stepped molding made of terra cotta tile. On the south end is one of the building's few decorative elements – three squares, arranged vertically, composed of four orange tiles framed by darker terra cotta tile. The lower part of the wall above the display windows, but reaching all the way to the roof in a parapet structure on the south end, is made up of rectangular green terra cotta tiles with white mortar. The same material appears in the bulkheads below the display windows. At the south end of the second level of the front façade is a projecting vertical sign which announces PENNEY'S. Attached to the wall at the north end is raised lettering spelling out: J. C. PENNEY'S CO.

The first floor of the front façade is very symmetrical, with display windows of four-paneled plate-glass, set in stainless steel, on both ends and a recessed entry court in the middle. Above each display window is a full-length stainless-steel projecting header. The extreme ends of the front façade and the walls connecting the display windows to the entry court are veneered with green marble cut into large blocks.

The entry court is recessed under a projecting canopy roof supported by two fluted columns clad in brown terra cotta tiles. Banks of tall display windows slant toward the entry doors. The bulkheads of these windows are lower but made of the same material as those of the street-side windows. Below each window and set into the bulkheads are two rectangular mesh vents. There are three pairs of glass doors set in stainless steel with plate-glass transoms above. The floor of the entry court is green terrazzo squares; its ceiling is textured plaster.

The south and north facades of the building are windowless brick.

The west (rear) façade, which faces Celis Street has a scored stucco surface similar to the front. A small part of the façade on the south end is raised above the roof-line, evidently to hide mechanical equipment. On the north end of the first floor is a recessed employee entrance and on the north end a delivery entrance with a roll-down corrugated metal door. The recessed rear customer entrance is symmetrically laid out: a set of double glass doors flanked by a single glass door with sidelights and transoms. Beyond each sidelight is a square display window. All of these features are “framed” at the top and both sides by a course of brown terra cotta tiles similar to those found on the front of the building. Above this, centered in the wall, are raised letters spelling out: “J. C. PENNEY'S CO.” (The J. C. Penney's Building: A History – Prepared by Tim Gregory, The Building Biographer, Page 5.)

On April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan. The Historic Preservation Element established goals, objectives, and policies for the preservation of the City's historic structures and neighborhoods. Consistent with the objectives of the Historic Preservation Element, the city

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 19

adopted the Historic Preservation Ordinance on November 17, 2008, to provide for the recognition, preservation and use of historic resources in the City of San Fernando.

In order to designate an improvement as a city historic resource, the Planning and Preservation Commission shall review a request for designation and provide a recommendation to the City Council on whether an improvement satisfies the criteria to merit designation. Pursuant to City Section 106-1384, an improvement is defined as "any manmade physical object or structure, or manmade alteration of terrain or plantings, constituting a physical feature of real property."

Criteria for Designation of Historic Resources. Pursuant to City Code Section 106-1385(a), an improvement may be considered for designation as a City historic resource by the Planning and Preservation Commission and the City Council if it meets at least one of the following criteria:

- ✓ It is associated with events or lives of persons that have made a significant contribution to the broad patterns of the history of the city, region, state or nation;
- ✓ It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation; or,
- ✓ It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.

Designation and General Findings. Pursuant to City Code Section 106-1405, the Planning and Preservation Commission shall not approve applications or proposed designations submitted pursuant to the provisions of the City's Historic Preservation Ordinance unless the commission makes one or more of the following findings concerning the proposed application:

- The Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties (the "Secretary's Standards") and the purposes of the City's Historic Preservation Ordinance;
- The Project is not consistent with Secretary's Standards due to economic hardship or economic infeasibility that has been proven by the subject applicant, but the Project is generally consistent with, and supportive of, the goals and policies of the general plan and purposes of City's Historic Preservation Ordinance; or,
- The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 20

benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.

On September 5, 2012, the Planning and Preservation Commission recommended approval of the designation of the J. C. Penney's building at 1140 San Fernando Road as a historic resource to the City Council pursuant to Planning and Preservation Commission Resolution 2012-09 ("Attachment 4").

Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J. C. Penney's building at 1140 San Fernando Road merited consideration for designation as a local landmark, the City's chief planning official (the City Planner) submitted a written request to obtain the property owner's consent to such designation. The City Planner was unable to obtain the property owner's written consent at that time and it was the City Planner's determination that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent.

Upon further review of the J. C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road, it is staff's and the Planning and Preservation Commission's assessment that said architectural features and appurtenances found on the J. C. Penney's building front elevation facing San Fernando Road would merit designation as a historic resource by the City Council and inclusion in the San Fernando Register of Historic Resources by meeting the following two criteria for designation:

- **It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney's building at 1140 San Fernando Road includes unique architectural features and appurtenances along the San Fernando building façade that are sometimes found on modern-style buildings of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

As clearly exemplified in the front building façade facing San Fernando Road, the treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road consists of scored horizontal stucco with its edges "framed" by stepped molding made of terra cotta tile and include three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the type of blade and individual letters as well as font type that currently

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 21

spell out "PENNEY'S" and "J. C. Penney's Co.", the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building facing San Fernando Road. The façade treatment at the rear of the building along Celis Street is non-descript and includes horizontal score lines on a predominantly flat façade with a secondary entrance for customers and well as an opening for the delivery and pick door. The façade along Celis Street does not add significantly to the character defining features of the building and could be considered as the "working/business" end portion of the building facing onto the street and adjacent public parking lot where deliveries had historically occurred. Therefore, it is staff's assessment that the rear façade does not merit preservation as part of the Project as they do not add any greater understanding of the architectural style or method of construction of the building as can be found to a greater degree in the front building façade facing San Fernando Road.

As previously noted, the character defining features of the building exist along the San Fernando Road street elevation and these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney's building's post-war modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building as expressed in the front façade features visible along San Fernando Road incorporates and retains the use of high quality building materials that are unique to the period of this architectural style. Thus, it is staff's assessment that this criterion can be met.

- **It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.**

The J. C. Penney's building front façade architectural features and appurtenances provide an excellent example of post-war Modern commercial architecture, with the building as a whole remaining relatively unchanged since it was first built in 1953. Preservation of these improvements and designation of said features as a City historic resource would help in preserving the San Fernando Mall's historic identity as an outdoor promenade and a shopping district with regional significance while still facilitating future adaptive reuse of the site at 1140 San Fernando Road. An established name in San Fernando since 1927, the J. C. Penney's building and business occupancy are recognized fixtures in the City that have been frequented by many generations of residents. Preservation of the front façade architectural features and appurtenances as well as photographic documentation of the entire building's interior and exterior will ensure that important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer and associated building and site as one of the few small neighborhood J. C. Penney's stores from the post-World War II era are retained. Therefore, the preservation of the J. C. Penney's building distinctive character defining architectural features and appurtenances as noted in the front building elevation facing San Fernando Road will continue to yield important information about the history of the City and more specifically the San Fernando Mall, and the preserve the history of the J. C. Penney's

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 22

Company's early development of neighborhood service retail department stores. Thus, it is staff's assessment that this criterion can be met.

In light of the forgoing analysis, it is staff's assessment that the J. C. Penney's building front façade elevation facing San Fernando Road that includes character defining architectural features and appurtenances located at 1140 San Fernando Road merits designation as a City historic resource based on its meeting two of the required criterion noted in the City's Historic Preservation Ordinance and inclusion into the City of San Fernando Register of Historic Resources. Designation of the J. C. Penney's character defining features found on the building front façade elevation facing San Fernando Road would help with preservation of the character defining features in order to facilitate future redevelopment of the site.

Based on the above findings, staff recommends that the Planning and Preservation Commission recommend that the City Council designate the J. C. Penney's building character defining features and appurtenances as noted on the front façade located along San Fernando Road at 1140 San Fernando Road as a City historic resource, pursuant to Planning and Preservation Commission Resolution 2014-07. Designation of the J. C. Penney's building front façade is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

The proposed Project, which includes the preservation of the J. C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road merits designation of said features as City historic resource based on the following finding:

- **The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.**

The front façade of the former J. C. Penney's building would continue to be recognized as a physical record of its time, place, and use (1953 department store in San Fernando), as it would be incorporated into the new building. The remaining physical record of the building, except for the south wall, would be removed to accommodate the project, which would then have the appearance of a four-story mixed use building, rather than a two-story department store. According to the developer, the contemporary design of the new mixed use building is intended to complement the preserved San Fernando Road façade of the former J. C. Penney's store through the use of additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original storefront.

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 23

The project would require major alterations to the former J. C. Penney's Company building to change the use from a two-story, 60,000-sf department store to a four-story, mixed use building. The project would incorporate the existing, east-facing façade of the former J. C. Penney's building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, into the new apartment building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the building's distinctive materials and features would be retained and preserved (namely the front-facing façade and signage), the vast majority of the building or over 50 percent of the property would be demolished in order to change the use from primarily commercial to a mixed use building with ground floor commercial and three floors above of residential apartment units. The rear-facing façade along Celis Street with its less than significant design features would be removed, including the entrance display windows and the horizontal score lines along the otherwise flat, rear wall. Therefore, the Project's required alterations to building, which includes removal of the rear facing façade with its less distinctive store front window openings and horizontal score lines, would not be consistent with the one or more of the Secretary Standards that seek to limit modifications to "minimal changes" to the property's "distinctive materials, features, spaces, and spatial relationships".

However, preservation of the character defining features J. C. Penney's building front façade, including the distinctive features such as sign type (blade and individual channel letter signs), recessed entrance, ground floor storefront windows and incorporating them into the final design of the new four-story, mixed use building is consistent with the following General Plan goals, objectives and policies:

- ✓ The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Page IV-6).
- ✓ The Project as proposed complies with the goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 24

resource. The Project also encourages reuse of these character defining features rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

Lastly, the preservation of the J. C. Penney's building front façade and photographic and archival documentation of the building design, construction and use shall be undertaken by the City and interpretive materials photographic, written and otherwise shall be incorporated into the final Project design as required by the City's Cultural Resources Mitigation Measures included as Section 3.5.4 of the San Fernando Initial Study and Mitigated Negative Declaration for Mixed Use Project at 1140-1148 San Fernando Road (June 6, 2014). The project documentation of the entire building and historical archiving of the building is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

CONCLUSION:

It is the assessment of City staff and the Planning and Preservation Commission that the approval of the Zone Map Amendment 2014-001 is warranted. The proposed zone map amendment to allow for designation of the entire Project site under the Downtown District, San Fernando Mall Sub-District is consistent with the City's General Plan SP-4 Land Use Designation and applicable SP-4 Zoning regulations by allowing a mixed use development project that includes ground floor commercial and 101 affordable housing units while also preserving ensuring the long term preservation of the J. C. Penney's building front façade and associated character defining architectural features and appurtenances as a City historic resource as part of the Mixed Use Project at 1140-1148 San Fernando Road.

The proposed physical improvements associated with the mixed use project will result in a new four-story modern building with residential and commercial land uses that are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District, which seek

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road

Page 25

to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I: Purpose; Page 82.) Approval of the zone map amendment, proposed historic designation, and adoption of the associated environmental assessment will facilitate a project that is also consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care.

Furthermore, approval of the Project will also facilitate development of a mixed use project with 101 one-bedroom affordable housing units that will be restricted for rent to eligible low-income households in a manner consistent with the goals and objectives of the General Plan Housing Element, long term regional planning and transportation programs, and state mandated housing programs. The project as proposed will expand the number of affordable housing units currently available within the community and also help the city get closer to attaining its RHNA housing numbers.

Thus, it is City staff's and the Planning and Preservation Commission's recommendation that the City Council adopt the attached Resolution approving the Zone Map Amendment 2014-001 and adopting the Initial Study, Mitigation Negative Declaration, and associated mitigation measures for the Project (Attachment "A"). City staff and the Planning and Preservation Commission also recommend that the City Council introduce for first reading, in title only, and waive further reading of the attached ordinance, which approves Zone Map Amendment 2014-001 and allows the change in zoning, from SP-4 Zone San Fernando/Truman District and Mixed Use Transition Sub-District to SP-4 Zone, Downtown District and San Fernando Mall Sub-District for the properties located at 1140-1148 San Fernando Road. In addition, City staff and the Planning and Preservation Commission recommend that the City Council designated the J. C. Penney's building front façade architectural features, appurtenances, and sign types at 1140 San Fernando Road as a City historic resource.

BUDGET IMPACT:

Adoption of the proposed Zone Map Amendment 2014-001, historic designation of the J. C. Penney's building front façade architectural features, appurtenances, and sign types, as well as adoption of the Mitigated Negative Declaration and Initial Study for the project will have a positive impact on the City Budget. The Project's compliance with the applicable mitigation measures and conditions of approval will ensure that all costs associated with the development of the Project, including all required on-site and off-site infrastructure improvements, will be the

Consideration to Adopt an Initial Study and Mitigated Negative Declaration and Approval of Zone Map Amendment 2014-001 and Historic Designation J. C. Penney's Building Front Façade as a City Historic Resource for the Proposed Mixed Use Development Project at 1140-1148 San Fernando Road
Page 26

responsibility of the applicant. The Project, over time, would add to building permit fees and property tax revenues to the City of San Fernando in the development of site as a four-story building with residential and commercial land uses.

ATTACHMENTS:

- A. Resolution No. 7619
- B. Ordinance No. 1634
- C. Resolution No. 7620
- D. Resolution No. 2014-06
- E. Resolution No. 2014-07
- F. Resolution No. 2014-08
- G. June 23, 2014, Staff Report to the Planning and Preservation Commission
- H. Draft June 23, 2014 Planning and Preservation Commission Minutes

ATTACHMENT "A"**RESOLUTION NO. 7619**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN FERNANDO ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING ZONE MAP AMENDMENT 2014-001, AMENDING THE ZONING MAP OF THE CITY OF SAN FERNANDO TO REZONE PORTIONS OF 1140-1148 SAN FERNANDO ROAD FROM THE TRUMAN/SAN FERNANDO DISTRICT AND MIXED-USE TRANSITION SUB-DISTRICT OF THE SP-4 (CORRIDORS SPECIFIC PLAN) ZONE TO THE DOWNTOWN DISTRICT AND SAN FERNANDO MALL DISTRICT OF THE SP-4 (CORRIDORS SPECIFIC PLAN) ZONE TO ALLOW FOR A MIXED USE DEVELOPMENT PROJECT

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as "Applicant," has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the "Project";

WHEREAS, the Project would require an amendment to the "Existing City Districts and Land Use Sub-Districts" and "Existing Downtown Core District and Sub-District" maps (Exhibits "A" and "C") of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140-1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone (Exhibits "B" and "D");

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J. C. Penney's building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, in light of the proposed Project's impact on the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road it was determined by the City's chief planning official that good cause existed to schedule the Planning and Preservation Commission's consideration of a "Resolution of Intention" pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J. C. Penney's building front façade architectural features

and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City's chief planning official will submit the Planning and Preservation Commission's Resolution of Intention recommending historic designation of the J. C. Penney's building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 meeting in order to ensure City Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building front façade and appurtenances;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 on June 23, 2014, at 7:00 p.m., and proper public notice was duly given pursuant to Code Section 106-72, et al.;

WHEREAS, the Planning and Preservation Commission reviewed and subsequently approved Variance 2014-001 and Site Plan Review 2014-008 pursuant to Planning and Preservation Commission Resolution 2014-06 and the conditions of approval attached thereto as Exhibit "A" on June 23, 2014;

WHEREAS, on June 23, 2014, the Planning and Preservation Commission also reviewed the proposed historic designation of the J. C. Penney's building front façade architectural features and appurtenances and adopted Planning and Preservation Commission Resolution 2014-07 recommending to the City Council designation of the J. C. Penney's building front façade architectural features and appurtenances as a City historic resource as part of City Council's review of Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building front façade and appurtenances;

WHEREAS, on June 23, 2014, the Planning and Preservation Commission also reviewed and approved the proposed Zone Map Amendment 2014-001 and Mitigated Negative

Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road and subsequent public input and Commission discussion, adopted Planning and Preservation Commission Resolution 2014-08 finding the proposed amendment to be in compliance with the objectives, policies, general land uses and programs of the City's General Plan, the San Fernando Corridors Specific Plan, and applicable metropolitan planning organization regional transportation and sustainable communities strategy, and would not be detrimental to the public interest, health, safety, convenience or welfare of the community;

WHEREAS, the Planning and Preservation Commission's findings and recommendations for adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program and approval of the Zone Change 2014-001 to the City Council were memorialized in writing at a public hearing in the form of Planning and Preservation Commission Resolution 2014-08 on June 23, 2014.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN FERNANDO DOES HEREBY RESOLVE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2. On June 23, 2014, the Planning and Preservation Commission held a duly noticed public hearing and adopted Resolution Nos. 2014-06, 2014-07, and 2014-08, finding that: the proposed Mixed Use Project that includes 101 units of affordable housing on three floors above 17,455 square foot ground floor commercial and 108 on-site parking spaces for residents and guest merits approval of a variance to deviate from the 50-foot maximum building height and 15-foot setback for residential uses; approval of the proposed zone map amendment to re-zone the entire mixed use project site as part of the San Fernando Corridors Specific Plan SP-4, Downtown District and San Fernando Mall Sub-District is in conformance with the City's General Plan and will not be detrimental to public health, safety, and general welfare; and, that the designation of the J. C. Penney's building front façade as a City historic resource is warranted. In addition, the Planning and Preservation Commission recommended the City Council's adoption of the Mitigated Negative Declaration and the associated Mitigation Measures included herein as Exhibit "E".

SECTION 3. On June 25, 2014, the City Council held a duly noticed joint public hearing to consider the proposed Zone Map Amendment 2014-001, historic designation of the J. C. Penney's building front façade architectural features and appurtenances, the Mitigated Negative Declaration for the Mixed Use Development at 1140-1148 San Fernando Road and the findings and recommendations made by the Planning and Preservation Commission. Evidence, both written and oral, was presented at the hearing.

A. The public hearing afforded opportunities for public testimony and comments on the Mixed Use Development at 1140-1148 San Fernando Road.

B. Notice of the public hearing was given pursuant to San Fernando City Code Section 106-72, and notice of the public hearing was given to the Applicant and mailed to all property

owners within 500 feet of the Mixed Use Development Project at 1140-1148 San Fernando Road ten days prior to the hearing.

C. Notice of the public hearing was also given in compliance with Government Code Sections 65090 and 65091.

SECTION 4. The City Council makes the following environmental findings and determinations:

A. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City of San Fernando, as the Lead Agency overseeing the environmental review for the proposed Mixed Use Development Project, has prepared an Initial Study of the potential environmental effects of the proposed Affordable Housing Project. The Mixed Use Development Project includes applications for a Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and a proposed to designate the J. C. Penney's building front façade architectural features and appurtenances on San Fernando Road as a City historic resource. The proposed Mixed Use Development Project and associated zone map amendment, variance, site plan review, and historic designation proposal together constitute the "Project" evaluated pursuant to CEQA.

B. Based upon the findings contained in the Initial Study, the City determined that the Project may have potential significant effects on the environment attributed to growth (*i.e.*, aesthetics, air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public service, and utilities impacts) associated with the proposed Project. Pursuant to CEQA, the environmental assessment provided for a comprehensive analysis of potential significant environment effects and includes mitigation measures that will provide for the reduction of identified environmental impacts to "less than significant" levels. Based upon the findings contained in the Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the Project would have a significant effect on the environment. Based upon that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

C. The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment. The City Council further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council. Based on these findings, the City Council hereby adopts the Mitigated Negative Declaration for this Project.

D. The City Council has also reviewed and considered the proposed Mitigation Measures noted in the Mitigated Negative Declaration and Initial Study for the Project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such mitigation measures are designed to ensure compliance with the mitigation measures during

project implementation. The City Council therefore adopts the identified mitigation measures for the Project.

E. The custodian of records for the Initial Study, Mitigated Negative Declaration, and associated mitigation measures and all other materials that constitute the record of proceedings upon which the City Council's decision is based is the Community Development Director of the City of San Fernando. Those documents are available for public review in the Planning Department of the City of San Fernando located at 117 Macneil Street, California 91340, telephone (818) 989-1200.

SECTION 5. Based on all the evidence in the record, the City Council finds that the evidence presented does justify the approval of Zone Map Amendment 2014-001 for the following reasons:

A. Compliance with long term regional planning programs.

The proposed Zone Map Amendment 2014-001 (Exhibits "B" and "D") is consistent with long term regional planning programs developed by the Southern California Association of Governments ("SCAG") as part of the Compass Blueprint Growth Vision program. Further, the proposed Zone Map Amendment 2014-001 for the proposed Mixed Use Development Project would satisfy the four principles outlined by SCAG in the Compass Blueprint Growth Vision program by: (1) encouraging transportation investments and land use decisions that are mutually supportive; (2) locating new housing near existing jobs and new jobs near existing housing; (3) encouraging transit-oriented development; (4) promoting a variety of travel choices; (5) promoting in-fill development and redevelopment of underutilized and vacant parcels in order to revitalize existing communities; (6) promoting "people-scaled," walkable communities; (7) supporting the preservation of stable neighborhoods; (8) providing a variety of housing types in each community to meet the housing needs of all income levels; (9) supporting local and state planning and fiscal policies that encourage balanced growth; (10) developing strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions; (11) focusing development in urban centers and existing cities; and (12) using "green" development techniques.

B. Compliance with State Mandated Housing Programs.

The proposed Zone Map Amendment 2014-001 will facilitate the development and construction of the Mixed Use Development Project, which would provide 101 one-bedroom affordable housing dwelling units for households at 60 percent or below of the County's Area Median Income. The availability of new affordable housing would help the City get closer to achieving its fair share allocation of the Regional Housing Needs Assessment (RHNA) housing numbers for the 2014-2021 reporting period.

C. Consistency with General Plan Goals and Objectives.

The proposed Zone Map Amendment 2012-01 and the Mixed Use Development Project will facilitate new private investment into the San Fernando Mall/Downtown area, allow for

adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Therefore, the proposed Zone Map Amendment 2014-001 is consistent with the goals and objectives of City General Plan Land Use Element Goals I and III because it will help to: (1) retain the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center and the City's downtown/civic center areas; and (2) maintain an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the Mixed Use Development Project's development.

Additionally, the proposed Zone Map Amendment 2014-001 is consistent with the goals and objectives of City General Plan Housing Element. In addition, the Project would also comply with goals and policies of the City General Plan Housing Element by: providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs; providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy; providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with special needs (such seniors and persons with disabilities, including persons with developmental disabilities); utilizing zoning tools, including zone map amendment, variances, shared parking agreements, etc., to provide affordable units within market rate developments; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76)

SECTION 6: Based on all the evidence in the record, the City Council finds that the evidence presented does justify the approval of Zone Map Amendment 2014-001 for the following reasons:

A. Consistency with the objectives, policies, general land uses and programs of the City's General Plan.

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map

amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The Project's building design and site improvements resulting from the zone map amendment are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the

San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 - 35).

B. Not detrimental to the public interest, health, safety, convenience or welfare.

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner

that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above ground level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand. Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare.

SECTION 7. If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution or any part thereof is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, paragraph, sentence, clause or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional, or invalid, or ineffective.

SECTION 8. The City Clerk shall certify to the passage and adoption of this Resolution and it shall thereupon take effect.

SECTION 9. The City Council hereby directs the City Clerk 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 25th day of June, 2014.

Sylvia Ballin, Mayor

ATTEST:

Elena G. Chávez, City Clerk

APPROVED AS TO FORM:

Rick R. Olivarez, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I HEREBY CERTIFY that the foregoing Resolution was approved and adopted at a regular meeting of the City Council held on the 25th day of June, 2014, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Elena G. Chávez, City Clerk

EXHIBIT "A"

EXISTING SP-4 Zone Districts and Land Use Sub-Districts Map

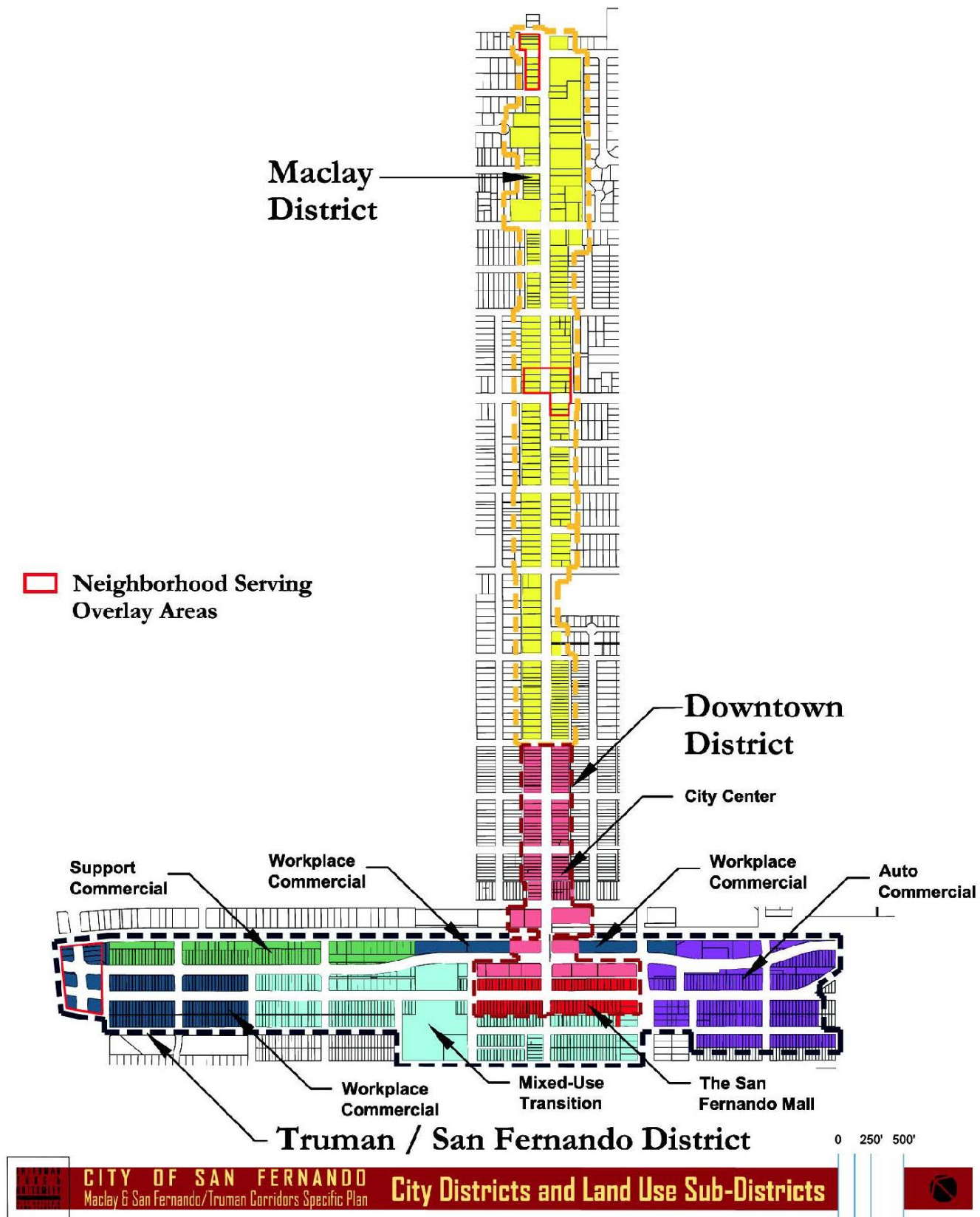


EXHIBIT "B"

PROPOSED SP-4 Zone Districts and Land Use Sub-Districts Map

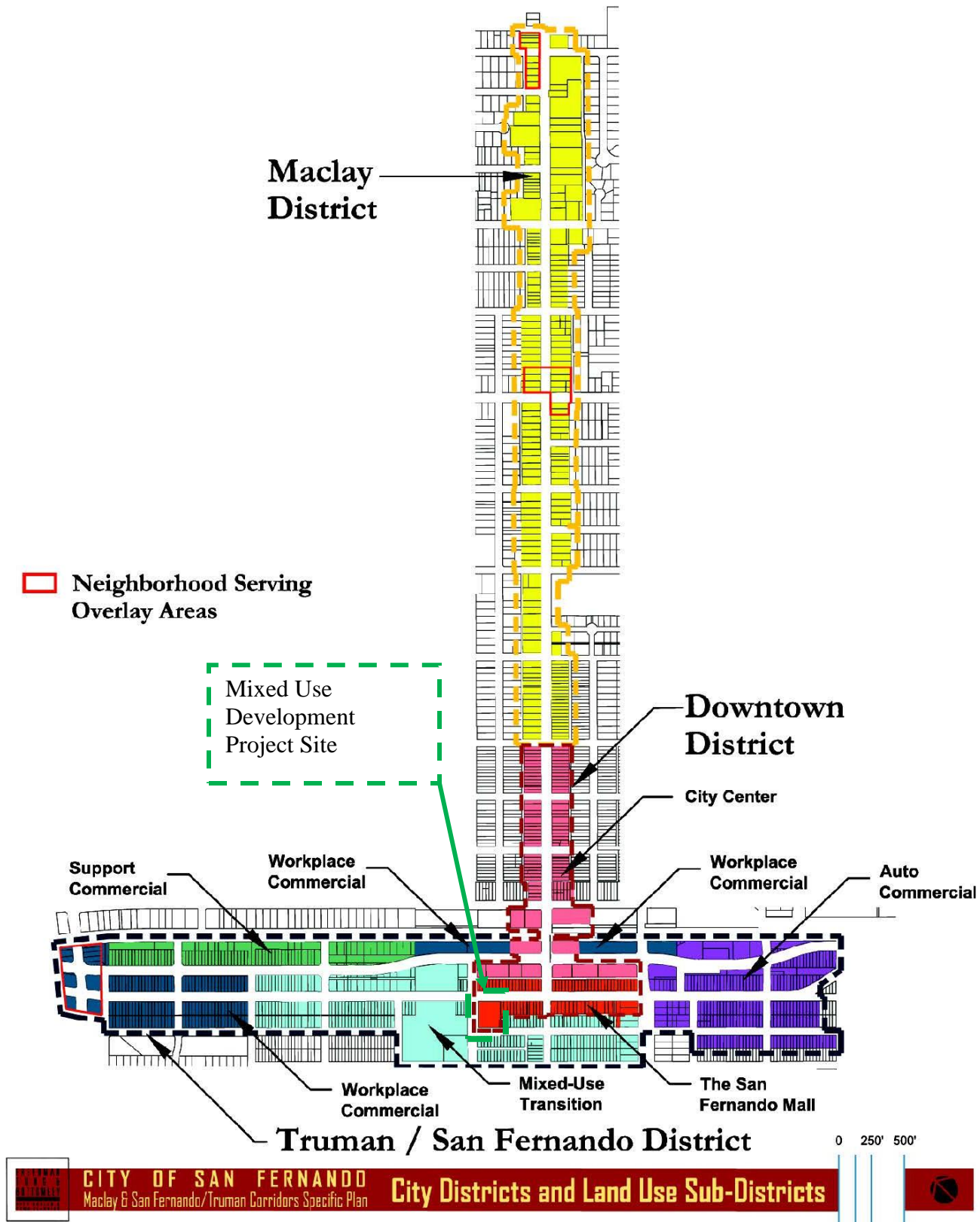


EXHIBIT "C"

EXISTING DOWNTOWN CORE DISTRICT AND SUB-DISTRICTS MAP

The City Center  The San Fernando Mall 



CITY OF SAN FERNANDO
MacLay & San Fernando/Truman Corridors Specific Plan

Downtown Core District and Sub-Districts



EXHIBIT "D"

PROPOSED DOWNTOWN CORE DISTRICT AND SUB-DISTRICTS MAP

The City Center



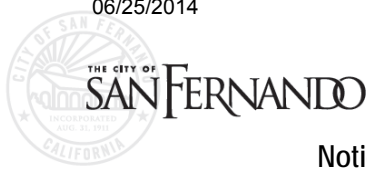
The San Fernando Mall



CITY OF SAN FERNANDO
MacLay & San Fernando/Truman Corridors Specific Plan

Downtown Core District and Sub-Districts





**Notice of Intent to Adopt a Mitigated Negative Declaration and
Public Hearing Notice for the Mixed Use Project at 1140-1148 San Fernando Road**

NOTICE IS HEREBY GIVEN that the City of San Fernando Community Development Department (the "City") has prepared an Initial Study to provide a comprehensive assessment of any potential environmental impacts associated with the proposed construction of a new four-story mixed-use development with three floors of residential with 101 one bedroom residential units with the first floor with approximately 18,640 square feet dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road (the "Project"). The Project site is currently improved with the former J.C. Penny's Department Store (60,000 sq. ft.) and the former Bank of America ("Casanova") Building (9,179 sq. ft.). Parking for the project will be provided by 106 on-site parking spaces including the construction of a subterranean parking facility. The Project Site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. and 20,000 sq. ft., respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South MacLay Avenue, within the San Fernando Corridor Specific Plan (Downtown District/ San Fernando Mall Sub-District) & (Truman San Fernando District/Mixed Use Transition Sub-District). The project will require city approval of a zone change to allow the entire Project site to be under one zoning sub-district classification as well as approval of a variance to deviate from the city's setback, building height, open space, and on-site guest parking requirements.

In accordance with the provisions of the California Environmental Quality Act (CEQA), this notice is intended to advise all interested individuals that the City as the "Lead Agency" has determined that the proposed Project will not have a significant adverse impact on the environment with the implementation of specific mitigation measures and therefore intends to adopt a Mitigated Negative Declaration for the Project.

Pursuant to the CEQA Guidelines, the Lead Agency is providing a 20-day public comment period during which all interested individuals can submit comments to the City of San Fernando Community Development Department on the Initial Study and Mitigated Negative Declaration document. The 20-day public comment period for the Initial Study, Mitigated Negative Declaration, and associated Mitigation Monitoring and Reporting Program is from Friday, June 6, 2014 to Wednesday, June 25, 2014. The Planning and Preservation Commission and City Council will hold separate public hearings to consider the proposed Project that includes applications for a zone change, site plan review application, a variance application, a draft initial study, a mitigated negative declaration, and an associated mitigation monitoring plan. The following section provides detailed information about the scheduled public hearing date(s) and the Project:

PUBLIC HEARINGS:

Planning and Preservation Commission Public Hearing

Date: Monday, June 23, 2014Time: 7:00 p.m.Location: City of San Fernando City Hall - Council Chambers
117 Macneil Street
San Fernando, CA 91340

City Council Public Hearing

Date: Wednesday, June 25, 2014Time: 7:00 p.m.Location: City of San Fernando City Hall - Council Chambers
117 Macneil Street
San Fernando, CA 91340

PROJECT TITLE: Mixed-Use Development at 1140-1148 San Fernando Road. Zone Change 2014-01, Site Plan Review 2014-08, Variance 2014-01, Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Plan

APPLICANT: Aszkenazy Development, Inc., 601 S. Brand Boulevard, 3rd Floor, San Fernando, CA 91340

PROJECT LOCATION: 1140-1148 San Fernando Road
(Los Angeles County Assessors' Parcel Numbers: 2521-032-008 and 2521-032-007)

PROJECT DESCRIPTION: The proposed project is a request for a zone change for the properties located at 1140 and 1148 San Fernando Road to amend the current zoning district and sub-district classifications that currently apply to both properties located within the SP-4 zone and rezone said properties under the Downtown District, San Fernando Mall Sub-District zoning classification. Furthermore, the project will require approval of the site plan review application and a variance application in order to allow the project to be built as an infill project that deviates from the applicable setback, building height, open space, and on-site guest parking regulations. Approval of the proposed zone change, site plan review and variance applications would facilitate the construction of a new four-story mixed-use development with three floors of residential with 101 one bedroom residential units that will be designated for rent to low-income households making 80% or less of the Los Angeles County Area Median Income (AMI). These three floors of residential will be constructed above a first floor with approximately 18,640 square feet dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road. The Project site is currently improved with the former J.C. Penny's Department Store and the former Bank of America ("Casanova") Building. Parking for the project will be provided by 106 on-site parking spaces including the construction of a subterranean parking facility. The Project Site is approximately 35,000 square feet. The project would seek to preserve a majority of the existing façade on the San Fernando street frontage while replicating the design of the old JC Penney signs that were on the building prior to its closing.

**ENVIRONMENTAL
ASSESSMENT:**

The City of San Fernando is the designated Lead Agency overseeing the environmental review for the Project. As the Lead Agency, the City of San Fernando has prepared an Initial Study to determine the nature and extent of the environmental review required for the Project. On the basis of the Initial Study prepared for the Project, it has been determined that the proposed residential development will have potential environmental impacts that can be mitigated to levels that are less than significant. Therefore, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program have been prepared. A copy of the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Plan, and other materials used as baseline information by the Lead Agency to make the determination that the proposed project merits adoption of a Mitigated Negative Declaration are available for review at the Community Development Department, 117 Macneil Street, San Fernando, CA 91340, the Los Angeles County Library located at 217 N. MacLay Avenue, San Fernando, CA 91340, Las Palmas Park, 505 S. Huntington Street, San Fernando, CA 91340, and at Recreation Park located at 208 Park Avenue, San Fernando, CA 91340. Documents are also available online at: www.sfcity.org/environmental.

PUBLIC REVIEW PERIOD: The 20-day public comment period for the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Plan is from **Friday, June 6, 2014 to Wednesday, June 25, 2014**. (Notice is pursuant to Section 21092.5 of the Public Resources Code.)

If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the City of San Fernando at, or prior to, the public hearings.



Fred Ramirez, Community Development Director

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

MIXED USE DEVELOPMENT 1140/1148 SAN FERNANDO ROAD SAN FERNANDO, CALIFORNIA



LEAD AGENCY:

**CITY OF SAN FERNANDO
COMMUNITY DEVELOPMENT DEPARTMENT
117 MACNEIL STREET
SAN FERNANDO, CALIFORNIA 91340**

JUNE 6, 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

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CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: 1140 and 1148 San Fernando Road San Fernando Road Mixed Use Development

APPLICANT: The Applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California 91340

ADDRESS: 1140/1148 San Fernando Road, San Fernando California 91340

CITY & COUNTY: San Fernando, Los Angeles County

PROJECT: The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing an application for a mixed use development that would include 101 apartment units designated as affordable to qualifying low-income household units. The primary project elements include the following:

- The proposed mixed use development is an adaptive reuse of an existing commercial structure that was formerly occupied by a J.C. Penney's department store as well as the adjacent single level commercial business located west of the J.C. Penney's building. The project site has a total land area of 35,000 square feet. The two existing buildings have a combined floor area of approximately 69,179 square feet.
- The proposed project is located in "downtown" San Fernando. San Fernando Road extends along the site's front (north) elevation, Celis Street extends along the project site's south side, and San Fernando Mission Road extends along the site's westerly elevation. The site addresses include 1140 and 1148 San Fernando Road.
- Commercial retail uses would occupy the ground level. The ground floor commercial would have a total floor area of 18,640 square feet.
- A total of 101 residential units are proposed within the three above ground levels. The residential units would all contain one bedroom each.
- A total of 106 parking spaces would be provided on the ground level and a subterranean level.
- The Applicant is requesting a Zone Change and a Zoning Map Amendment. In addition a Variance would be required to address the setback, guest parking requirements, building height, and open space.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse unmitigable impacts. For this reason, the City of San Fernando determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project would *not* have the potential to degrade the quality of the environment.
- The proposed project would *not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project would *not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the city.
- The proposed project would *not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study that was prepared for the proposed project. The project is described in greater detail in Section 2 of the attached Initial Study.



June 6, 2014

Signature
City of San Fernando Department of Community Development

Date

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

TABLE OF CONTENTS

Section	Page
1.0 Introduction	7
1.1 Purpose of Initial Study	7
1.2 Initial Study's Organization	8
1.3 Initial Study Checklist.....	9
2.0 Project Description.....	19
2.1 Project Overview.....	19
2.2 Project Location	19
2.3 Environmental Setting	23
2.4 Project Description	24
2.5 Objectives of the Project and Discretionary Actions	38
3.0 Environmental Analysis.....	41
3.1 Aesthetics	42
3.2 Agricultural and Forestry Resources	45
3.3 Air Quality	48
3.4 Biological Resources	56
3.5 Cultural Resources	59
3.6 Geology.....	66
3.7 Greenhouse Gas Emission	72
3.8 Hazards and Hazardous Materials	80
3.9 Hydrology and Water Quality	84
3.10 Land Use.....	89
3.11 Mineral Resources.....	94
3.12 Noise.....	95
3.13 Population and Housing	101
3.14 Public Services.....	103
3.15 Recreation	107
3.16 Transportation and Circulation	108
3.17 Utilities	126
3.18 Mandatory Findings of Significance	130
4.0 Conclusions	133
4.1 Findings.....	133
5.0 References.....	135
5.1 Prepares.....	135
5.2 References	135

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF INITIAL STUDY

The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing an application for a mixed use development that would include commercial retail on the ground level and 101 affordable housing units in the above-ground levels.¹ The proposed project is located within the City's downtown mall area. The site addresses include 1140 and 1148 San Fernando Road. The key project elements include the following:

- The proposed mixed use development is an adaptive reuse of an existing commercial structure that was formerly occupied by a J.C. Penney's department store as well as the adjacent single level commercial business located west of the J.C. Penney's building. The project site has a total land area of 35,000 square feet. The two existing buildings have a combined floor area of approximately 69,179 square feet.
- Commercial retail uses would occupy the ground level while 101 residential units would be located within the three above-ground levels. The residential units would all contain one bedroom. The ground floor commercial would have a total floor area of 18,640 square feet.
- Parking would be provided on the ground level and a subterranean level and a total of 106 on-site parking spaces will be provided.
- The Applicant is requesting a Zone Change and a Zoning Map Amendment. In addition Zone Variances would be required to address the setbacks, building height, open space, and guest parking requirements.

The proposed project is described in greater detail in Section 2 of this Initial Study. The proposed mixed-use infill development is considered to be a project under the California Environmental Quality Act (CEQA) and therefore, is subject to the City's environmental review process.² The City of San Fernando (referred to herein as "the City") is the designated Lead Agency for the proposed project and the City would be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.³ As part of the proposed project's environmental review, the City authorized the preparation of this Initial Study.⁴

The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a project and to determine whether the project would have the potential for

¹ Askenazy Development, Inc. *J.C. Penney Conceptual Site Plan*, 2014

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2012 (CEQA Guidelines). § 15060 (b).

³ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. § 21067.

⁴ I California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2012 (CEQA Guidelines). (CEQA Guidelines) § 15050.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City in its capacity as the Lead Agency. Certain projects or actions undertaken by a Lead Agency (in this instance, the City) may require approvals or permits from other public agencies. These other agencies are referred to as responsible agencies and trustee agencies.⁵ Those public agencies and/or entities that may use this Initial Study in decision-making or for informational purposes include; but are not limited to the South Coast Air Quality Management District, the Los Angeles Unified School District, the City of Los Angeles, and Los Angeles County.

The City determined, as part of this Initial Study's preparation, that a mitigated negative declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* would be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period would be provided to allow these entities and other interested parties to comment on the proposed project and the findings of the Initial Study.⁶

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. A checklist that summarizes the findings of the environmental analysis is summarized in this section.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.

⁵ California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2012.

⁶ Ibid. *Chapter 2.6, Section 2109(b).* 2012.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent occupancy of the proposed project. The analysis considers both the short-term (construction) impacts and the long-term (operational) impacts. The format and structure of the analysis reflects that of the Initial Study checklist, provided in Table 1-1.
- *Section 4 Findings* summarizes the CEQA findings related to the proposed project's approval and subsequent implementation along with the mitigation measures that are identified in the environmental analysis that will be implemented as a means to address potential environmental impacts.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed mixed-use development will not result in any significant adverse unmitigable impacts on the environment. For this reason, the City has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. <i>Would the project:</i>				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
Section 3.2 Agriculture and Forestry Resources Impacts. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
Section 3.3 Air Quality Impacts. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources Impacts. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				X

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantially adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
Section 3.5 Cultural Resources Impacts. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
Section 3.6 Geology Impacts. <i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the site of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions Impacts. <i>Would the project</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
Section 3.8 Hazards and Hazardous Materials Impacts. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Be located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
Section 3.9 Hydrology and Water Quality Impacts. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning Impacts. <i>Would the project:</i>				
a) Physically divide an established community?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
Section 3.12 Noise Impacts. <i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive ground-borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population and Housing Impacts. <i>Would the project:</i>				
a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services Impacts. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for a new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?		X		
b) Police protection?		X		
c) Schools?				X
d) Parks?			X	
e) Other Public Facilities?			X	
Section 3.15 Recreation Impacts. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.16 Transportation Impacts. <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Utilities Impacts. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) 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 or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly?				X



CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

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SECTION 2 PROJECT DESCRIPTION

2.1 OVERVIEW OF PROJECT

The City of San Fernando Community Development Department (in its capacity as Lead Agency) is reviewing an application for a mixed-use development that would include ground floor commercial uses and 101 residential apartment units designated as affordable to qualifying low-income households in the three above ground levels.⁷ The proposed mixed-use development is an adaptive reuse of an existing commercial structure that was formerly occupied by a J.C. Penney's department store as well as the adjacent single level commercial business located to the west of the J.C. Penney's building.⁸

2.2 PROJECT LOCATION

The proposed project site is located within the "downtown" central business district of the City of San Fernando. The City of San Fernando is located in the northeast portion of the San Fernando Valley in Los Angeles County. The City has a total land area of 2.4 square miles and is surrounded by the City of Los Angeles on all sides. Major physiographic features located in the vicinity of the City include the San Gabriel Mountains (located approximately 3 miles to the north), the Pacoima Wash (located along the eastern side of the City), Hansen Lake (located 3 miles to the southeast of the City), and the Los Angeles Reservoir (located approximately 4 miles to the northwest).⁹ The City of San Fernando is located 22 miles from downtown Los Angeles. Other communities located near San Fernando include Sylmar, Sun Valley, Mission Hills, and Pacoima.¹⁰ These latter named communities are also part of the City of Los Angeles.

Regional access to the City of San Fernando and the project site is possible from three freeways located in the area: the Interstate 5 Freeway (I-5), the State Route 118 (SR-118), and the Interstate 210 Freeway (I-210). The I-5 Freeway is located to the southwest of the City with ramp connections at South Brand Boulevard and San Fernando Mission Boulevard. State Route 118 (the Ronald Reagan Freeway) is located to the east of the City and has ramp connections at San Fernando Road and Glenoaks Boulevard. Finally, the I-210 Freeway is located to the north of the City and provides ramp connections at Maclay Street and Hubbard Street.¹¹ The location of the City in a regional context is shown in Exhibit 2-1. A City- wide map is provided in Exhibit 2-2.

The proposed project is located in "downtown" San Fernando. San Fernando Road extends along the site's front (north) elevation, Celis Street extends along the project site's south side, and San Fernando Mission Boulevard extends along the site's westerly elevation (refer to Exhibit 2-3). The site addresses include 1140 and 1148 San Fernando Road. The assessor's parcel numbers (APN) include 2521-032-008 and 2521-032-007.

⁷ Aszkenazy Development, Inc. *J.C. Penney Conceptual Site Plan*, 2014

⁸ Ibid

⁹ United States Geological Survey. San Fernando 7 1/2 Minute Quadrangle.

¹⁰ These are communities that are part of the City of Los Angeles.

¹¹ American Map Corporation. Street Atlas [for] Los Angeles and Orange Counties. 2001

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS, 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

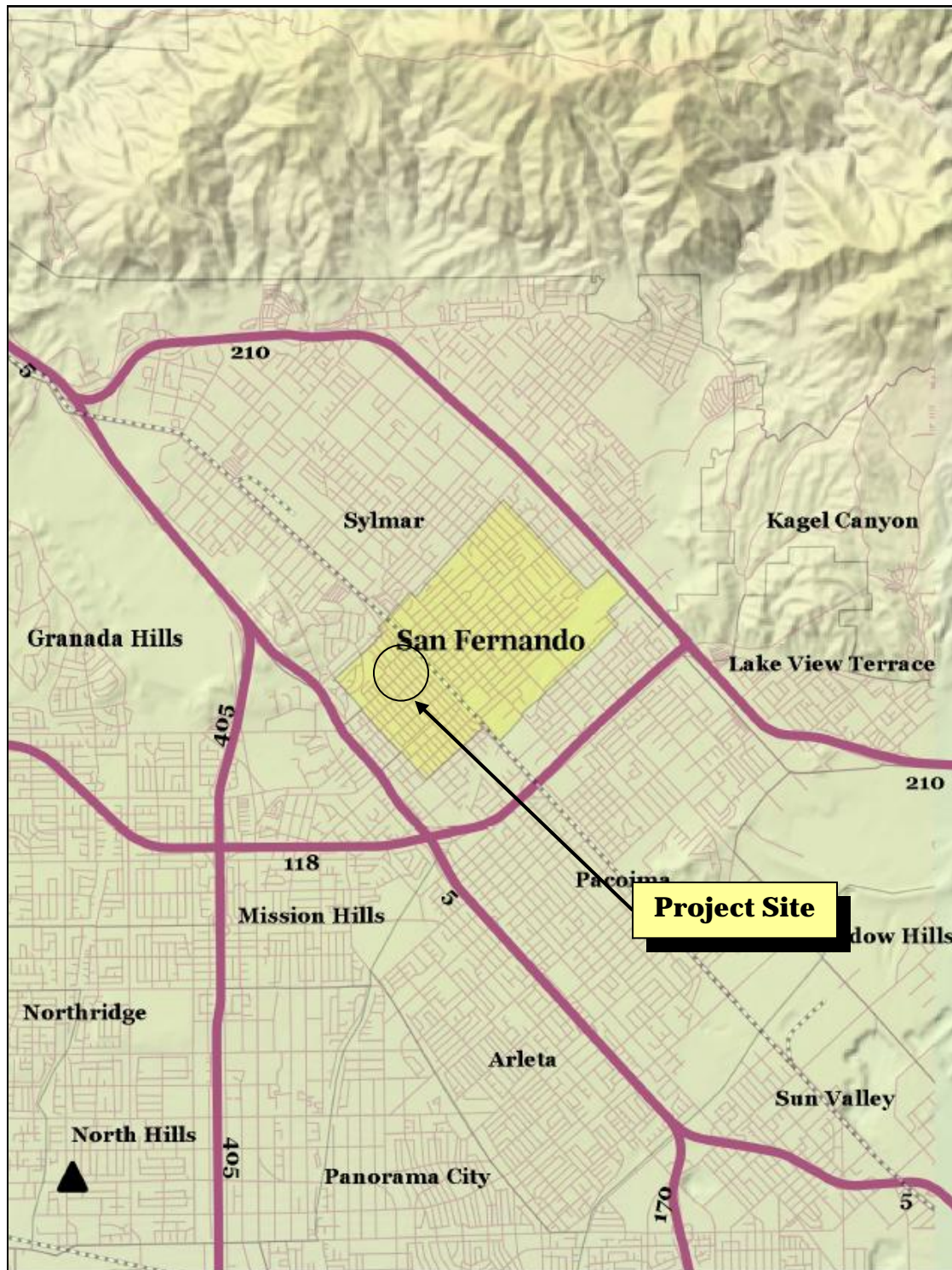


EXHIBIT 2-2
PROJECT SITE'S LOCATION IN THE CITY OF SAN FERNANDO
SOURCE: QUANTUM GIS, 2014

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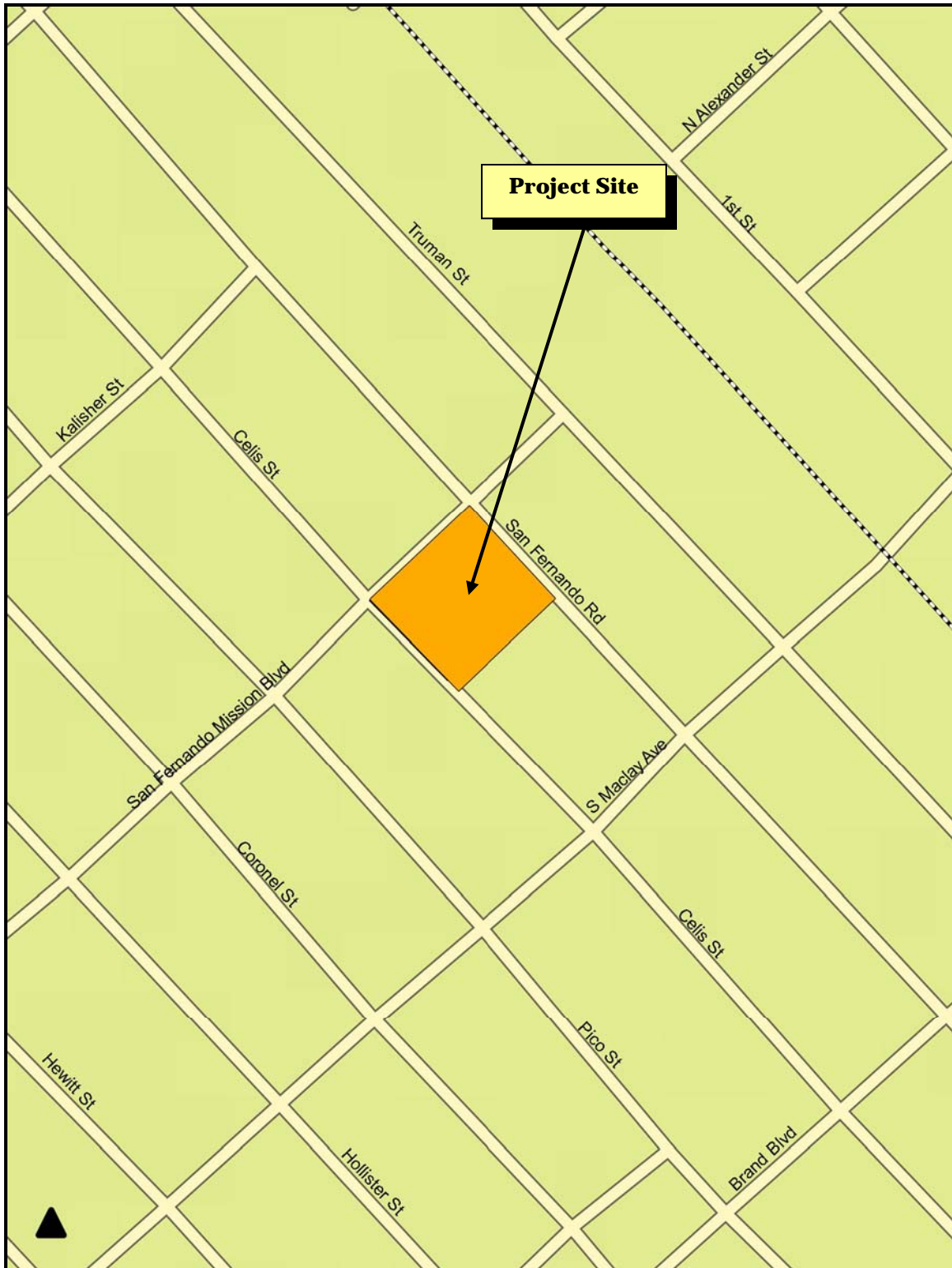


EXHIBIT 2-3
VICINITY MAP
SOURCE: DELORME MAPS, 2009

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

2.3 ENVIRONMENTAL SETTING

The City of San Fernando is a historic community that was founded in 1874 and was incorporated as a municipality in 1911. The City is urbanized with little vacant land remaining though there are a number of underutilized or vacant parcels that have provided opportunities for more intensive infill developments. The City was a mature community at the time many of the other communities in the San Fernando Valley beginning to develop following the Second World War. The development patterns in San Fernando were largely influenced by the City's location along major thoroughfares that served as regional transportation routes prior to the construction of the nearby freeways. Commercial development extends along the major arterial roadways, industrial uses are concentrated along railroad corridors, and residential neighborhoods are located behind the commercial development that have frontage along the major arterials.

The City's development patterns have been relatively stable given the City's age and maturity though there has been an increase in the amount of new infill development in recent years. The majority of the housing in the City consists of single-family residential units that account for over 80% of the City's total housing stock. This is a relatively high percentage compared to the other communities in the region.¹² The nature and extent of the City's housing stock has resulted in a demand for higher density housing that is more affordable, including condominium and apartment units. The rental housing market is strong, with a very low vacancy rate.¹³

The project site has a total land area of 35,000 square feet (0.80-acre). The two existing buildings have a combined floor area of approximately 69,179 square feet. The project site is located in the "downtown" central business district. Surrounding uses within the immediate area include the following:

- *Uses to the North.* San Fernando Road extends along the northerly side of the project site. Various commercial and retail uses (the Bandolaro Restaurant and Leaders Fashion) are located on both sides of the street. This area is the City's traditional downtown commercial center. Industrial and commercial manufacturing uses are located further north on the northside of Truman Street.
- *Uses to the South.* Celis Street extends along the project site's southerly side. City Parking Lot No. 3 is located further south, on the south side of Celis Street. A fast food restaurant is located in the southwest corner. Residential development is found on the south side of Pico Street, approximately 350 feet to the south of the project site.
- *Uses to the East.* A commercial retail business (Super Dollar Store) is located adjacent to the project site on the east side.

¹² By contrast, in Los Angeles County, single-family homes account for approximately half of all units. More of San Fernando's housing is owner-occupied (54%) than in the County (48%), and prices are lower in San Fernando than in the county.

¹³ City of San Fernando. Housing Element. 2013-2021.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- *Uses to the West.* San Fernando Mission Boulevard extends along the site's westerly side. Further west, to the west of the aforementioned street is a neighborhood commercial center that includes the El Super grocery store.¹⁴

The current zoning designation for the project site is Specific Plan Area 4 (SP-4) and the site encompasses portions of the site that are within the Downtown District's San Fernando Mall Sub-District and the Truman/San Fernando District's Mixed Use Transition Sub-District areas. An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4. Photographs of the project are included in Exhibits 2-5 through 2-7.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The City of San Fernando Community Development Department is reviewing an application for a mixed-use development that would include both commercial and residential uses. The proposed mixed-use development is an adaptive reuse of an existing commercial structure that was formerly occupied by a J.C. Penney's department store as well as the adjacent single level commercial business located west of the J.C. Penney's building. The project site has a total land area of 35,000 square feet. The two existing buildings have a combined floor area of approximately 69,179 square feet. A total of 101 residential units are proposed within the three above ground levels while commercial retail uses would occupy the ground level. The building elements are summarized below in Table 2-1. The site plans and floor plans of the proposed project are provided in Exhibits 2-8 through 2-13.

Table 2-1
Overview of Proposed Mixed Use Project

Level	Floor Area	Description
Basement /Garage	--	80 parking spaces for the residential units.
First Level	18,640 sq. ft.	Retail, Café, and Restaurant with 26 Parking spaces.
Second Level	26,178 sq. ft.	31 Rental Units, Community Room/Laundry Room plus an open space courtyard.
Third Level	25,155 sq. ft.	35 Rental Units, Seating Area, and Courtyard.
Fourth Level	25,155 sq. ft.	35 Rental Units, and Rooftop Garden.
Total	95,128 sq. ft.	Residential and Commercial Units

Source: Aszkenazy Development Inc.

¹⁴ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

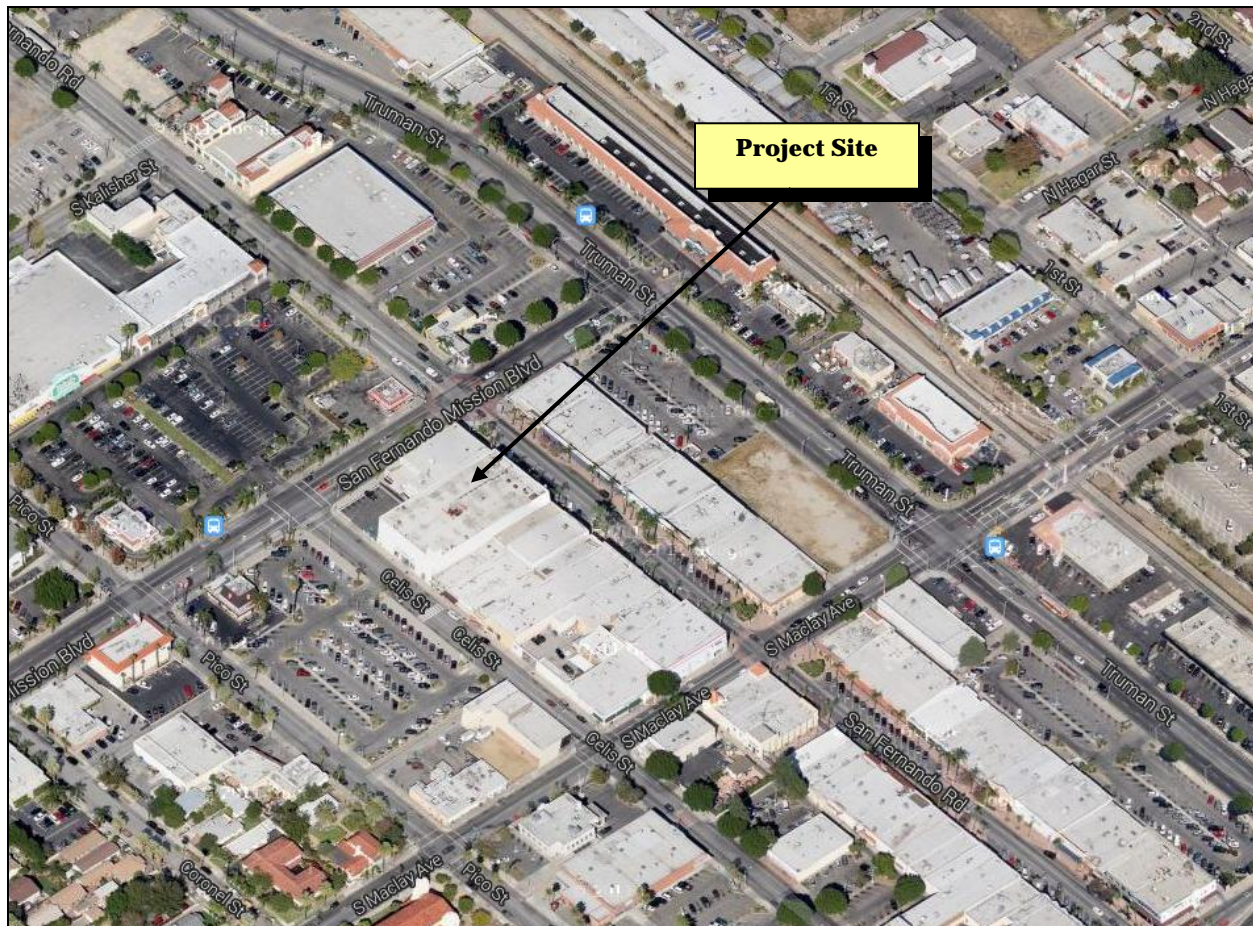


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE MAPS, 2010

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



View of the existing J.C. Penney's front (north) elevation.



View of the building adjacent to the existing J.C. Penney's (front elevation) that will also be demolished.

EXHIBIT 2-5
PHOTOGRAPHS OF PROJECT SITE AND SURROUNDING AREA
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



View of the rear (south) elevation of the existing J.C. Penney's.



View of the building adjacent to the existing J.C. Penney's (rear elevation).

EXHIBIT 2-6
PHOTOGRAPHS OF PROJECT SITE AND SURROUNDING AREA
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



View of the City Parking Lot No. 3



View of San Fernando Road east toward South Maclay Avenue (the J.C. Penney's is visible in the right hand portion of the photograph).

EXHIBIT 2-7
PHOTOGRAPHS OF PROJECT SITE AND SURROUNDING AREA
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, 2014

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MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

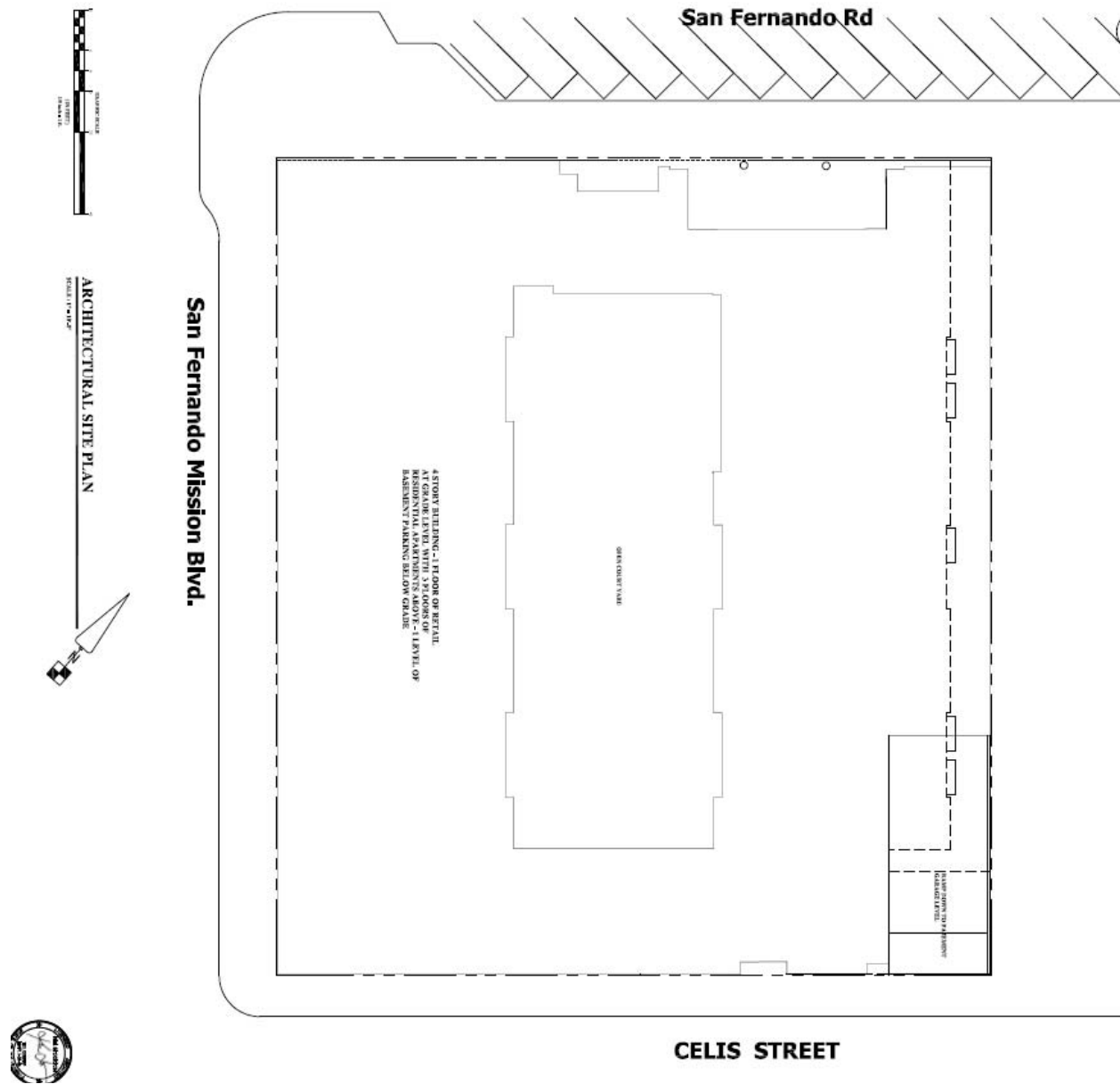


EXHIBIT 2-8 SITE PLAN

SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



EXHIBIT 2-9
BASEMENT FLOOR PLAN
SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014



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MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

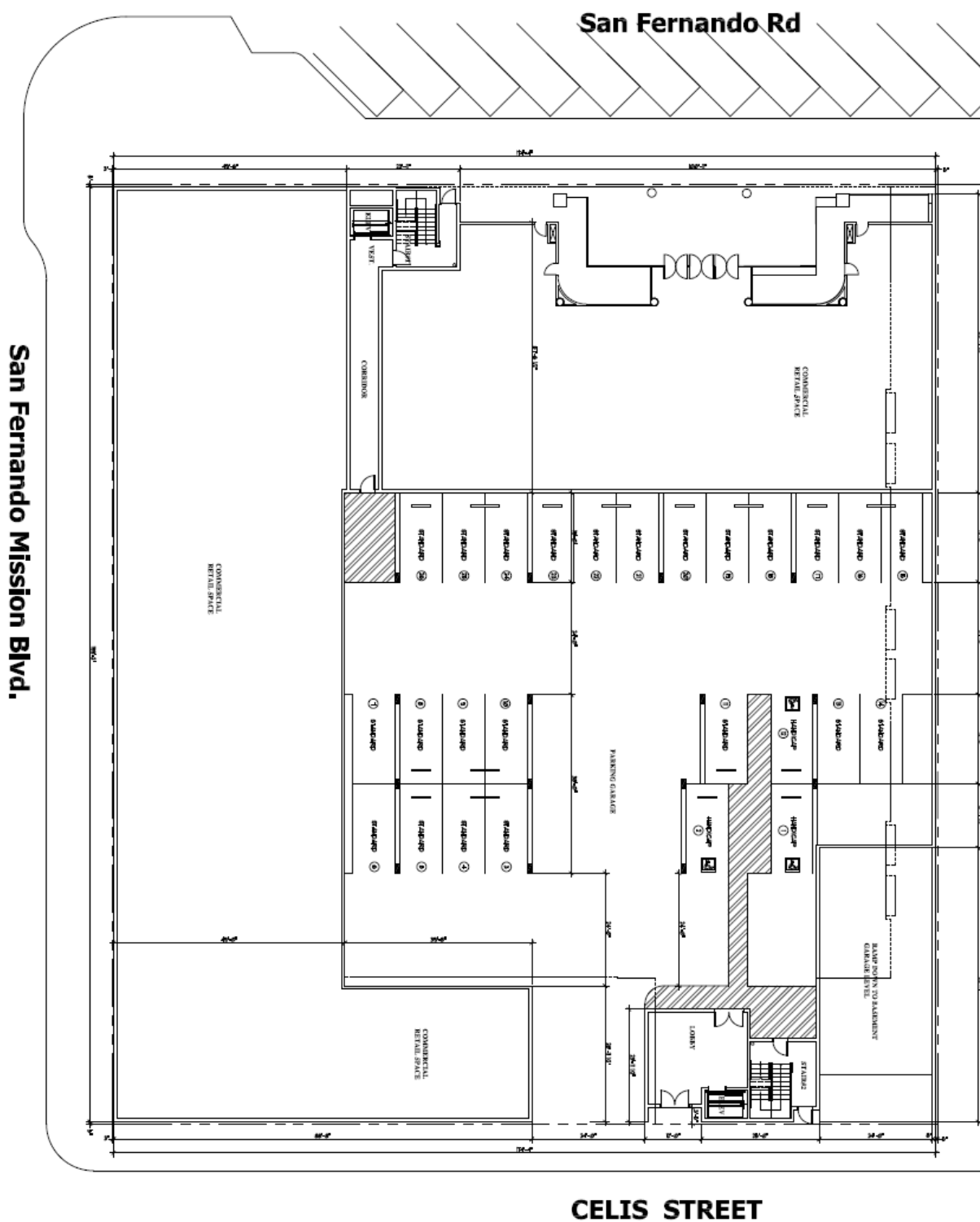


EXHIBIT 2-10
FIRST LEVEL (GROUND LEVEL) FLOOR PLAN
SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

PAGE 32

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

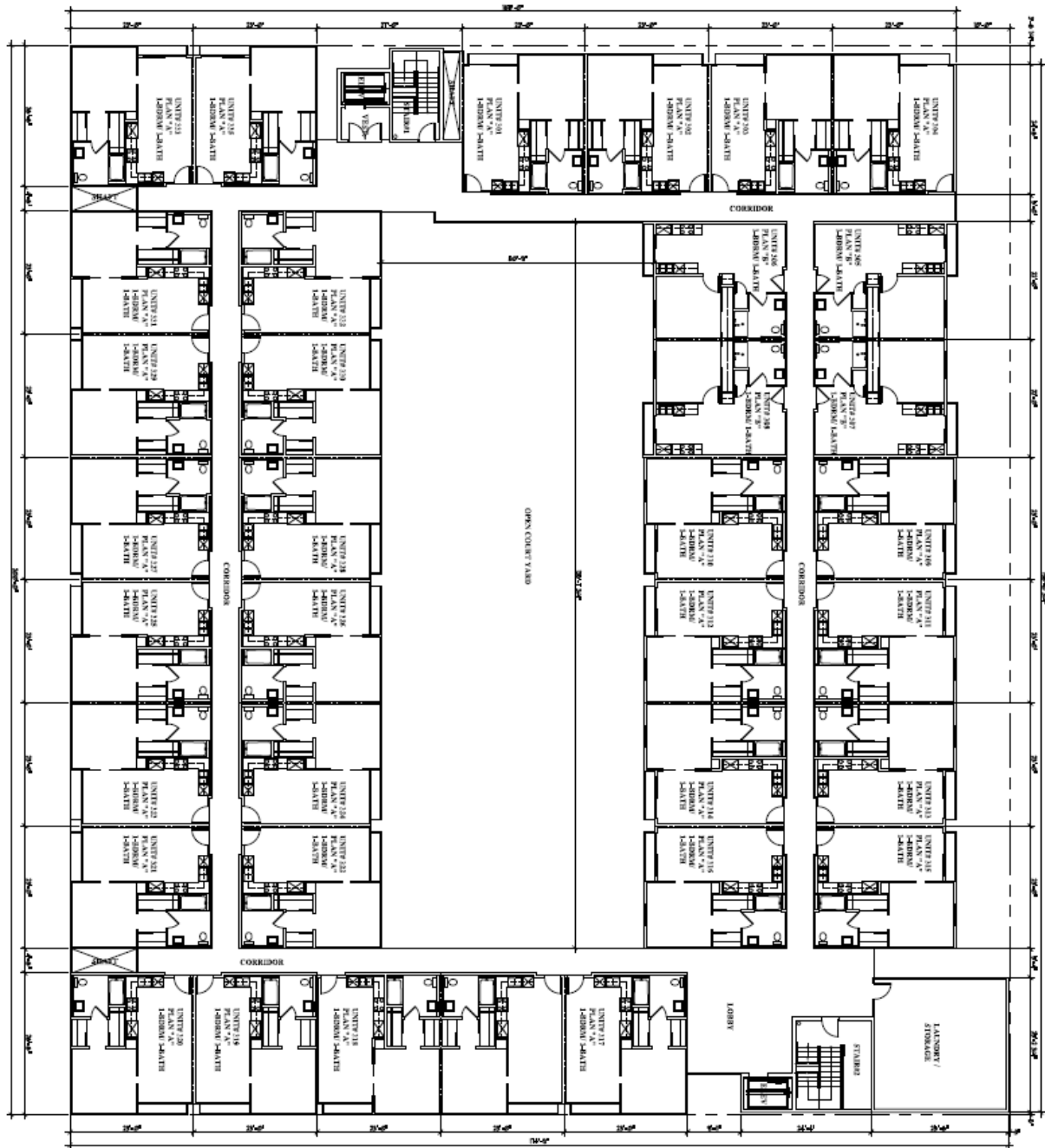


EXHIBIT 2-12
THIRD LEVEL FLOOR PLAN
SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

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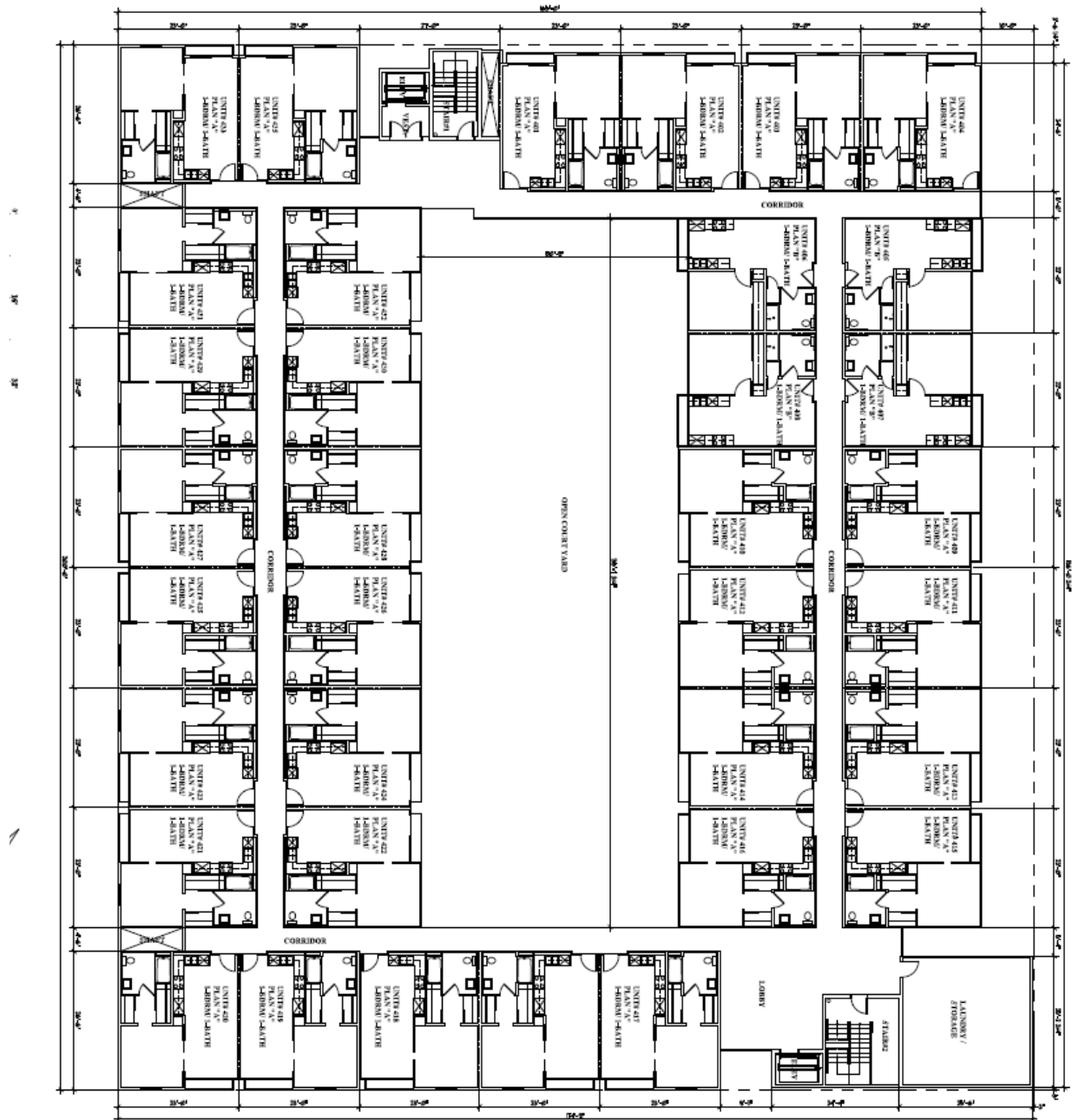


EXHIBIT 2-13
FOURTH LEVEL FLOOR PLAN
SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

2.4.2 RETAIL USES (LEVEL 1)

The street retail will be designed to accommodate restaurants and cafes as well as a variety of retail stores. Storefronts will face San Fernando Road, San Fernando Mission Boulevard, and Celis Street. Floor area for the ground level commercial use is 18,640 square feet. Factoring out the ground floor square footage that is to remain, the project site has a legal non-conforming entitlement for 232 parking spaces based on the previously existing commercial square footage of 69,179 square feet (based on a parking ratio of 1 space for every 300 square feet of gross floor area). As permitted in the City's SP-4 zoning regulations applicable to the Project, parking for the retail component of the building would be provided by on-street parking as well as City Public Parking Lot 3. The Level 1 floor plan is shown in Exhibit 2-10.

2.4.3 RESIDENTIAL USES (LEVEL 2 THROUGH 4)

The 101, one bedroom apartment units, would be located on three floors above the street level retail. The floor area of each unit would be approximately 550 square feet in size. The residents of these units would have approximately 18,000 square feet of community open space in which to play, exercise, rest and visit. Additionally, the residents would also have a 2,700 square feet enclosed common area including a community room that would contain a lounge area, a community table, a teaching kitchen, a library and a large television. Table 2-2 provides a summary of the bedroom configurations for the proposed apartment building. As indicated in the table, a total of 101 units would consist of a one-bedroom floor plan. The floor plans for level 2 through 4 are shown in Exhibits 2-11 to 2-13, respectively.

Table 2-2
Summary of Bedroom Units

Level	Floor Area	1 Bedroom	Total
Second Level	26,178 sq. ft.	31 units	31 units
Third Level	25,155 sq. ft.	35 units	35 units
Fourth Level	25,155 sq. ft.	35 units	35 units
	76,488 sq. ft.	101 units	101 units

Source: Aszkenazy Development Inc.

2.4.4 ARCHITECTURAL DESIGN

The contemporary design would complement the preserved San Fernando Road façade of the former J.C. Penney Store. The design would use additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original 1953 storefront. As indicated previously, the proposed mixed-use building would consist of three levels above the street level retail spaces. The street retail would be designed to accommodate services uses such as restaurants and cafes as well as a variety of retail stores. Storefronts would face San Fernando Road, San Fernando Mission Boulevard, and Celis Street. The maximum height of the building would be 50 feet. Building elevations for the development are provided in Exhibit 2-14.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

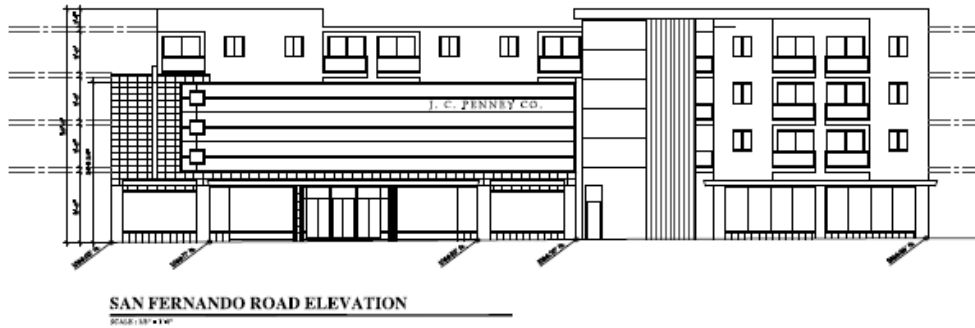


EXHIBIT 2-14
BUILDING ELEVATIONS
SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

The common area will also include a conference room and laundry facilities. A variety of sustainable features will also be incorporated into the design as the building will be more than 20% more efficient than 2010 Title 24. This development project will also be seeking Build it Green, Green Point rating of 100 points or greater. Sustainable features include use of recycled materials, low VOC paints, Energy Star appliances, and an integrated recycling center. Each unit will have its own assigned parking space in the secured parking garage and ground floor parking area. Parking for the retail component of the building will be provided by on-street parking as well as City Public Parking Lot 3. The development standards including landscaping requirements, setback requirements, open space requirements, and lot coverage requirements are analyzed herein in Section 3.10 (Land Use). The proposed project's parking characteristics are compared to the City's off-street parking requirements in Section 3.16.

2.4.5 ACCESS AND PARKING

Primary residential vehicular access will be through Celis Street where the entry lobby will also be located. Diagonal on-street parking spaces will be available on San Fernando Road, adjacent to the project site. In addition, there will be a pedestrian access to the project site through Celis Street and emergency pedestrian exit on San Fernando Road.

As planned, the proposed project would need 101 spaces for the 101- one bedroom residential units and an additional 17 parking spaces for guests. As proposed, the project will provide 80 parking spaces within the subterranean parking secured garage, with an additional 26 parking spaces located on the ground floor area for residents and guests; the on-site parking will include two handicap accessible parking spaces. As proposed, the project will have a shortfall of 12 on-site guest parking spaces. Per the City's SP-4 zone, requirements for new parking are limited to the net new floor area that accompanies the change of use which allows the project to retain the proposed 18,640 square feet of commercial floor space on the ground floor without providing any additional on-site parking spaces. Therefore, the project's on-site parking requirement is limited to the 118 parking spaces required for future residents and guests. The project proposal will also provide 12 off-site parking spaces to accommodate guests in the form of an off-site facility via a shared parking agreement. In addition, there are 10 diagonal, on-street parking spaces on San Fernando Road, and two on-street parallel parking spaces on Celis Street that will be retained. Furthermore, the project will continue to have access to the 144 public spaces located within City Parking Lot No. 3.¹⁶

2.4.6 CONSTRUCTION PHASING

The proposed construction phases will include grading and excavation for a portion of the parking site, building modifications for the 101 rental units, and finishing. The construction schedule will take approximately 12 to 16 months to complete once the necessary approvals and financing have been obtained by the applicant.

Subsequent to obtaining development entitlements from the Planning and Preservation Commission and the City Council, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department and the Community Development Department. The construction plan shall note the locations of all on-site utility facilities as well as trash containers, construction vehicle parking areas, and the staging area for debris removal, and

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

the delivery of building materials. Construction hours will also be required to comply with the current San Fernando City Code Noise Standards. In addition, the contractors will be required to provide adequate security as a means to secure all building materials and equipment during the construction phases. Storm water mitigation will also be addressed during this phase of construction. As indicated previously, the construction of the proposed project will take approximately 12 to 16 months to complete. The site's development will consist of the following phases:

- *Demolition Phase.* The existing on-site improvements will be partially demolished during this phase. This phase will require approximately 2 months to complete.
- *Site Preparation Phase.* The existing building and site will be prepared for development. This phase will require approximately 2 months to complete.
- *Construction Phase.* During this phase, the construction of the new residential units and the commercial spaces will take place. This phase will take approximately 6 to 9 months to complete.
- *Finishing Phase.* This phase includes the interior and exterior finishing of the residential units and commercial space and the installation of landscaping, the paving of parking areas, etc. This phase will take approximately 1 to 3 months to complete.

2.5 OBJECTIVES OF THE PROJECT & DISCRETIONARY ACTIONS

The objectives the City seeks to accomplish as part of the proposed project's implementation are described below.

- To further facilitate new residential infill development to provide new housing opportunities for various income groups;
- To ensure that new development conforms to the City's General Plan and Zoning Ordinance; and,
- To ensure that the proposed project's environmental impacts are mitigated to the greatest extent possible.

The discretionary approvals for this project include the following:

- *Zone Change and Zoning Map Amendment* The Applicant will apply for a zone change and zoning map amendment so that the project will be entirely in one zone. Currently both properties which make up the project area are bisected by the San Fernando Corridors Specific Plan (SP-4) zoning's San Fernando Mall and Mixed Use Transition Sub-Districts.
- *Variance for setbacks.* The Applicant will apply for a variance to deviate from the required ground floor 15-foot setback on Celis Street and the requirement that all three residential floors be set back 15 feet.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- *Variance for on-site guest parking* The Applicant will apply for a variance to deviate from the on-site guest parking requirement in order to provide the remaining 12 guest parking spaces off-site through a shared parking agreement and/or pay a fee in lieu of parking as permitted in the SP-4 zoning regulations.
- *Variance for building height.* The Applicant will apply for a variance to deviate from the building height requirement that limits the overall building height to four floors or 50 feet above street level, whichever is less in order to incorporate needed rooftop structures and architectural features.
- *Variance for open space.* The Applicant will apply for a variance to deviate from the City's minimum open space requirements.
- The City will also be required to adopt the Mitigated Negative Declaration and to approve the Mitigation Monitoring Program.

Other permits required for the project will include, but may not be limited to a lot merger, and issuance of grading permits, building permits, and occupancy permits from the City of San Fernando and utility connection permits from the utility providers.



CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include:

- | | |
|---|--|
| <ul style="list-style-type: none"> ● Aesthetics (Section 3.1); ● Agricultural and Forestry Resources (Section 3.2); ● Air Quality (Section 3.3); ● Biological Resources (Section 3.4); ● Cultural Resources (Section 3.5); ● Geology and Soils (Section 3.6); ● Greenhouse Gas Emissions; (Section 3.7); ● Hazards and Hazardous Materials (Section 3.8); | <ul style="list-style-type: none"> ● Hydrology and Water Quality (Section 3.9); ● Land Use and Planning (Section 3.10); ● Mineral Resources (Section 3.11); ● Noise (Section 3.12); ● Population and Housing (Section 3.13); ● Public Services (Section 3.14); ● Recreation (Section 3.15); ● Transportation (Section 3.16); ● Utilities (Section 3.17); and, ● Mandatory Findings of Significance (Section 3.18). |
|---|--|

The environmental analysis included in this section of the Initial Study reflects the Initial Study Checklist format used by the City of San Fernando ("the City") Community Development Department in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis contained herein, provides a response to the individual questions. The Initial Study will assist the City in making a determination as to whether there is a potential for significant or adverse impacts on the environment associated with the implementation of the proposed project as described in Section 2, herein. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City or other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

3.1 AESTHETIC IMPACTS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,
- A new source of substantial light and glare that would adversely affect day or night-time views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect a scenic vista? No Impact.

The City's local relief is generally level and ranges from 1,017 feet above mean sea level (AMSL) to 1,250 feet AMSL. This generally level topography is due to the City's location over an alluvial fan that is the result of the deposition of water-borne materials from the mountains and hillside areas located to the north of the City (the City is located in the northeastern portion of the San Fernando Valley near the south-facing base of the San Gabriel Mountains).¹⁵ The dominant scenic vistas from the project area include the views of the Santa Susana Mountains, located to the west, and the San Gabriel Mountains located to the north. The four level building would have a maximum height of 50 feet. No protected views are present in the immediate area that could be affected by the proposed project.¹⁶ The new building would be constructed above and behind the preserved front and side walls. The contemporary design of the new building is intended to complement the preserved San Fernando Road façade of the former J.C. Penney store with the use of additional blade signs, green accent panels, and flat canopies, combined with horizontal elements to reference back to the original 1953 storefront. Elevations of the proposed structure are provided in Exhibit 3-1. In any event, no scenic views would be affected by the proposed project. As a result, no impacts are anticipated.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.

There are no designated scenic highways in the vicinity of the project site. The original, east-facing façade of the former J.C. Penney building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, would be incorporated into the new building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished.

¹⁵ City of San Fernando. *San Fernando Parking Lots Draft Environmental Impact Report*. February 20, 2008.

¹⁶ United State Geological Survey. *San Fernando 7 ½ Minute Quadrangle*. Release Date March 25, 1999



San Fernando Road (north/front elevation)



Celis Street (south/rear elevation)



EXHIBIT 3-1 EXISTING AND FUTURE BUILDING ELEVATIONS

SOURCE: ASZKENAZY DEVELOPMENT, INC. 2014

The new building would be constructed above and behind the preserved front and side walls. The project's contemporary design would complement the preserved San Fernando Road façade of the former J.C. Penney store, with the use of additional blade signs, green accent panels, and flat canopies, combined with horizontal elements to reference back to the original 1953 storefront.¹⁷ As a result, the proposed project's implementation would not result in any significant adverse impacts with respect to scenic highways, historic buildings, or other significant view elements. The potential historic impacts are discussed in Section 3.5.2 A.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? No Impact.

The proposed project would involve alterations to the former J.C. Penney Company building to change the use from a three-story, 60,000 square foot department store to a four-story mixed use building. The project would incorporate the existing, north-facing façade of the former J.C. Penney building fronting San Fernando Road and including its vertical sign into the new mixed-use building. All other portions of the building, including its south, east and west-facing walls, all floors and roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the buildings distinctive materials and features would be retained and preserved (namely the front-facing (north) façade and signage), the vast majority of the building or over 50% of the property would be demolished in order to accommodate the new construction. The new development would facilitate the adaptive reuse of an existing vacant and obsolete structure. In the absence of the proposed development, the existing structure would continue to deteriorate. As a result the project would not degrade the existing visual character or quality of the site and its surroundings.

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less Than Significant Impact with Mitigation.

Potential sources of light and glare that may result from the proposed project include decorative lighting, security lighting, interior lighting, and vehicle headlights. Unprotected lighting from the proposed project could, in the absence of mitigation, affect those residences located near the project sites as well as the shopping center on San Fernando Mission Boulevard and the commercial spaces in the San Fernando Mall north of the subject site along San Fernando Road. Other lighting sources may include vehicle headlights, especially those cars exiting the parking garage that would be directed towards the shopping areas to the west, and to the east. The nearest light sensitive land uses are the residences located along the south side of Pico Street, approximately 350 feet to the southwest of the proposed project.¹⁷ The potential lighting impact on these and other sensitive receptors would be reduced by the public parking area that serves as an effective buffer. However, the following mitigation would be required to further reduce potential light and glare impacts:

- The Applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Regulations (Chapter 106-834, Lighting) to the

¹⁷ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to final review and approval by the Community Development Department. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

The aforementioned mitigation would be effective in reducing potential light and glare impacts to levels that are less than significant.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare is site specific. Furthermore, the analysis determined that future mixed-use development arising from the implementation of the proposed project would result in less than significant adverse impacts. As a result, cumulative aesthetic impacts are anticipated. Mitigation measures that would be effective in reducing light and glare impacts were identified for the project.

3.1.4 MITIGATION MEASURES

The following mitigation measures would reduce the proposed project's effect on visual character of the building and the effect of the light and glare impacts to levels that are less than significant:

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting regulations (Chapter 106-834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to final review and approval by the Community Development Department. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

- The conversion of prime farmland, unique farmland or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g));

- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment due to their location or nature may result in the conversion of farmland to non-agricultural uses.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.

No agricultural activities are located within the project site or on adjacent parcels, nor does the City of San Fernando General Plan or Zoning Ordinance provide for any agricultural land use designation.¹⁸ The majority of the City is underlain by the Hanford Soils Association (2%-5% slopes). This soil classification is considered to be a *prime farmland soil* in the rural portions of the Antelope Valley only. In the urbanized areas of Los Angeles County, this soil is not designated as a “*prime farmland soil, unique farmland soil, or a soil of statewide importance.*” As a result, the proposed project’s implementation would not impact any protected farmland soils.¹⁹

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.

No agricultural activities are presently located within the project site or in the immediate area.²⁰ In addition, the project site is not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts would result from the proposed project’s implementation.

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? No Impact.

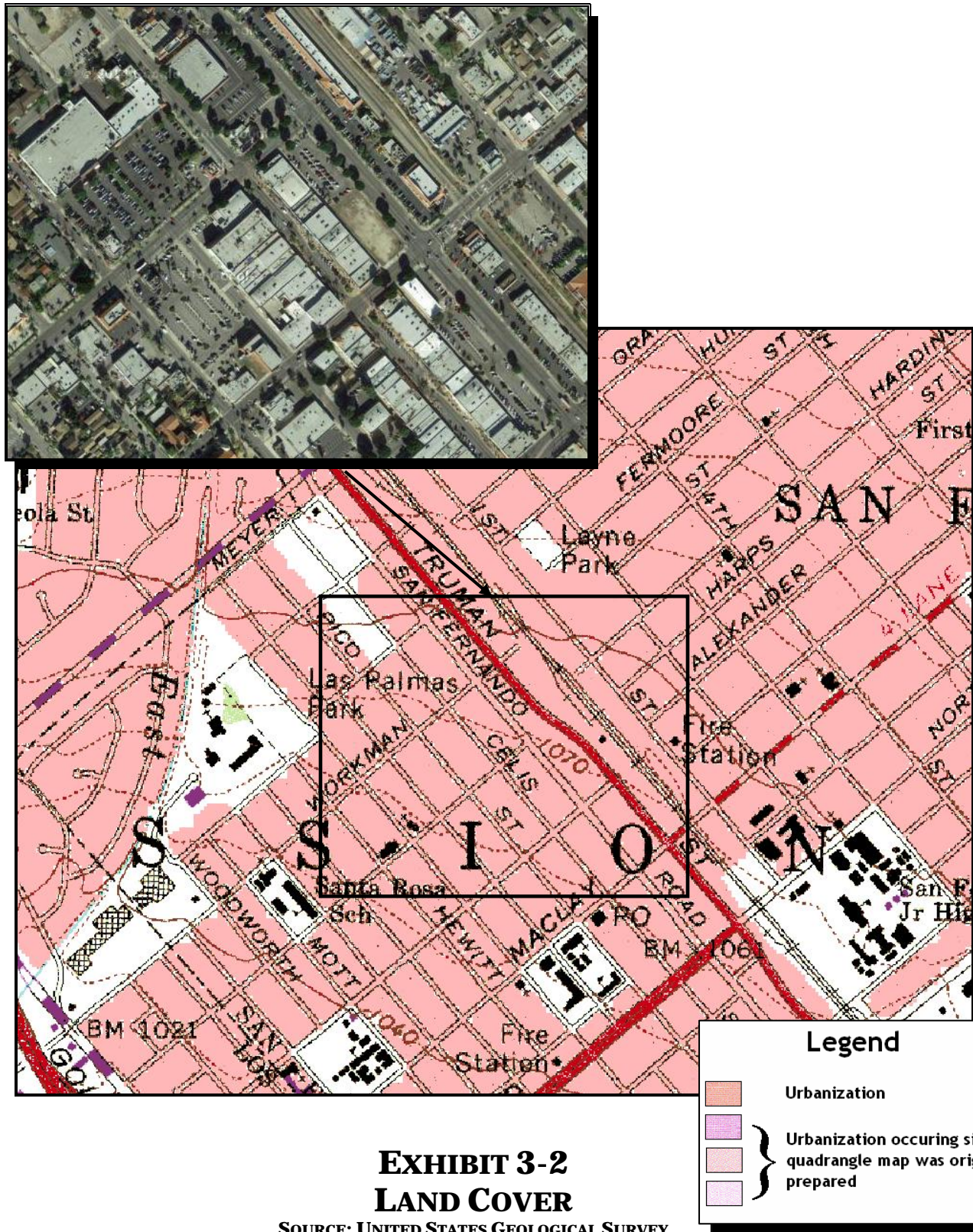
San Fernando is located within a larger urban area and no forest lands are located within the City or in the surrounding area. A topographic map provided in Exhibit 3-1 that illustrates the degree of urban development in the area surrounding the project site. The City of San Fernando General Plan does not specifically provide for any forest land protection.²¹ As a result, no impacts on forest land or timber resources would result from the proposed project’s implementation.

¹⁸ City of San Fernando. *San Fernando General Plan Land Use Element*. 1987.

¹⁹ California, State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.

²⁰ Blodgett/Baylosis Associates. *Site Survey*. April 25, 2014.

²¹ City of San Fernando. *San Fernando General Plan Conservation Element, Chapter 3*. January 1987. Page CON-12



D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use? No Impact.

The project site is located within an urban area. No forest land is located within the City nor does the general plan provide for any forest land protection.²² No loss or conversion of forest lands would result from the proposed development. As a result, no significant adverse impacts are anticipated with the proposed project's implementation.

E. Would the project involve other changes in the existing environment which, due to their location or nature, may result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? No Impact.

No agricultural activities or farmland uses are located within the City or within the project site.²³ As indicated previously, the project site and the surrounding properties are currently developed and no agricultural activities are located within the site or in the surrounding area. The proposed project would not involve the conversion of any existing farmland area to urban uses and no impacts are anticipated.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there is no remaining agricultural or forestry resources in the City. The analysis also determined that the implementation of the proposed project would not result in any significant adverse impacts of agriculture or forestry resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation measures are required.

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project would normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;

²² Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

²³ Ibid.

- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O₂)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O₂ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *PM₁₀ and PM_{2.5}* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily be inhaled.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? No Impact.*

The City of San Fernando is located within the South Coast Air Basin, which covers a 6,600-square-mile area within Orange County, non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the region.²⁴ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).²⁵ The most recent AQMP was adopted in 2012 and was jointly prepared with the CARB and the Southern California Association of Governments (SCAG).

²⁴ South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted 2012.

²⁵ Ibid.

The AQMP would help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area included PM_{2.5} and Ozone. Specific criteria for determining a project's conformity with AQMP is defined in Section 12.3 of the SCAQMD CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP.

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions would be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of San Fernando due to its size (101 residential units). The proposed infill development is consistent with the City's and SCAG's sustainable development objectives. Finally, the project is not subject to the requirements of the Air Quality Management Plan's PM₁₀ Program, which is limited to the desert portions of the South Coast Air Basin. As a result, the proposed project would not be in conflict with, or result in an obstruction of, the applicable 2012 AQMP. The proposed project would not result in any significant adverse impacts related to the implementation of the AQMP.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less than Significant Impact with Mitigation.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately 12 to 16 months (refer to Section 2) and would include the demolition of a portion of the existing building, grading and site preparation, erection of the new residential units, and the finishing of the project (pavement areas, painting, and installation of landscaping). The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2011.1.1). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.3. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant with mitigation.

Table 3-1
Estimated Daily Construction Emissions (lbs./day)

Construction Phase	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site)	4.50	48.36	36.07	0.03	2.45	2.28
Demolition (off-site)	0.32	0.08	1.07	--	0.16	0.04
Total Demolition Phase	4.82	48.44	37.14	0.03	2.61	2.32
Site Preparation (on-site)	5.26	56.88	42.63	0.03	21.15	12.77
Site Preparation (off-site)	0.38	0.10	1.28	--	0.20	0.05
Total Site Preparation	5.61	56.98	43.91	0.03	21.35	12.82
Grading (on-site)	3.83	40.41	26.67	0.302	8.54	5.37
Grading (off-site)	0.32	0.08	1.07	--	0.16	0.04
Total Grading	4.15	40.49	27.74	0.02	8.70	5.51
Building Construction (on-site)	3.65	30.02	18.74	0.02	2.11	1.99
Building Construction (off-site)	1.94	1.83	7.17	0.01	1.00	0.28
Total Building Construction	5.59	31.85	25.91	0.03	3.11	2.27
Paving (on-site)	1.96	20.30	12.67	0.01	1.22	1.12
Paving (off-site)	0.43	0.11	1.43	--	0.22	0.06
Total Paving	2.39	20.41	14.10	0.01	1.44	1.18
Architectural Coatings (on-site)	49.31	2.57	1.90	--	0.22	0.22
Architectural Coatings (off-site)	0.34	0.09	1.14	--	0.18	0.04
Total Architectural Coatings	49.65	2.66	3.04	--	0.40	0.26
Maximum Daily Emissions	49.65	56.99	43.92	0.04	21.35	12.82
Daily Thresholds	75	100	550	150	150	55

Source: California Air Resources Board CalEEMod [computer program].

SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and the use of low VOC paint. Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include the following: mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the

generation of energy (natural gas and electrical). The new mixed-use development would consist of 101 residential units and the ground level commercial uses. The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 3-2, the projected long-term emissions would also be below thresholds considered to be a significant impact.

Table 3-2
Estimated Long-term (Operational) Emissions (lbs/day)

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	29.44	0.77	59.25	0.08	7.76	7.76
Energy (lbs/day)	0.02	0.19	0.08	--	0.01	0.01
Mobile (lbs/day)	15.54	14.76	62.13	0.12	8.77	2.48
Total (lbs/day)	45.00	15.72	121.47	0.21	16.55	10.25
Daily Thresholds	55	55	550	150	150	55

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates, the following measures would be applicable to the proposed project as a means to further mitigate potential construction emissions:

- The Applicant shall have all clearing, earthmoving, or excavation activities be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site as approved by the Community Development Department.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
- The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures.

The aforementioned mitigation would further reduce the potential construction-related impacts to levels that are less than significant.

- C. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less than Significant Impact.*

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions would not exceed the SCAQMD's daily thresholds. However, the proposed project would contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM₁₀, and PM_{2.5}. The major local sources for long-term emissions associated with the occupancy of the proposed project would be associated with vehicle trips to and from the 101 units along with limited stationary sources (the use of off-site power generation). While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives. The potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

- D. *Would the project expose sensitive receptors to substantial pollutant concentrations? Less than Significant Impact.*

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions threshold* or LST. LST only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.²⁶ The nearest sensitive receptors to the project site are the medium density residential uses located to the south of Pico Street approximately 646 feet from the project site.

The use of the "look-up tables" is permitted since each of the construction phases would involve the disturbance of less than five acres of land area. Table 3-3, indicates the results of the LST analysis. For purposes of the LST analysis, the receptor distance used was 100 meters (380 feet). The only emissions where the LST thresholds were exceeded include the construction and operational emissions for particulates (PM₁₀ and PM_{2.5}). The SCAQMD requires the use of soil stabilizers or watering during grading activities. These standard measures would reduce the amount of fugitive dust by more than 50%.

²⁶ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9, 2012 (as amended)*.

Table 3-3
Local Significance Thresholds Exceedance SRA 7

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	56.99	Construction	80	81	94	122	191
NO ₂	15.72	Operations	80	81	94	122	191
CO	43.92	Construction	498	732	1,058	2,227	7,267
CO	121.47	Operations	498	732	1,058	2,227	7,267
PM ₁₀	16.55 (worst case)	Operations	1	3	7	13	33
PM ₁₀	21.35 (10.65 mitigated)	Construction	4	13	26	54	136
PM _{2.5}	10.26 (worst case)	Operations	1	1	2	5	17
PM _{2.5}	12.8 (6.4 mitigated)	Construction	3	4	8	18	68

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hotspot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project would generate approximately 166 AM peak hour trips and 108 PM peak hour trips. This additional peak hour traffic would not affect any local intersection's level of service (LOS E or F) especially when considering the traffic generation of the existing business. In addition, project-generated traffic would not result in the creation of a carbon monoxide *hot spot*. The proposed project involves the construction of 101 residential units and the proposed mixed-use development would not result in any toxic emissions. As a result, the potential impacts on sensitive receptors are considered to be less than significant.

E. Would the project create objectionable odors affecting a substantial number of people? No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.²⁷ No significant odor emissions are anticipated given the nature and extent of the proposed mixed-use development. As a result, no impacts related to odors are anticipated.

3.3.3 CUMULATIVE IMPACTS

The proposed project would not result in any new exceedance of air pollution standards nor contribute significantly to an existing air quality violation. Furthermore, the analysis determined that the proposed project would not result in any significant adverse impacts. As a result, no cumulative air quality impacts would occur.

3.3.4 MITIGATION MEASURES

The analysis of potential air quality impacts indicated that no significant adverse operational impacts would result from the proposed project's implementation. However, the following measures would be required to further mitigate potential short-term construction related emissions.

Mitigation Measure No. 2 (Air Quality Impacts) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Mitigation Measure No. 3 (Air Quality Impacts) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure No. 4 (Air Quality Impacts) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

Mitigation Measure No. 5 (Air Quality Impacts) All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

Mitigation Measure No. 6 (Air Quality Impacts) All dirt/soil materials transported off-site shall be sufficiently watered and securely covered to prevent excessive amount of dust.

Mitigation Measure No. 7 (Air Quality Impacts) General contractors shall maintain and operate construction equipment with conscientious effort to minimize exhaust emissions.

²⁷ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9, 2012 (as amended)*.

Mitigation Measure No. 8 (Air Quality Impacts) Trucks and other construction equipment shall be shut off when not in use.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved Local, Regional or State Habitat Conservation Plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

As indicated in the preceding sections, the City is located in an urbanized area. No native habitat remains in the vicinity of the project site due to the area's past development. The project site is covered over in impervious surfaces (the existing buildings and parking area).²⁸ No landscaping is presently located within the project site boundaries. In addition, there are no sensitive or unique biological resources

²⁸ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

located within the adjacent properties.²⁹ As a result, no impacts on any candidate, sensitive, or special status species are anticipated from the proposed project's implementation.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.

There are no native or natural riparian plant habitats found within the project site or in the adjacent properties. No "blue line" streams are located within or adjacent to either project site. The nearest designated "blue-line" stream is the Pacoima Wash, located approximately 3,600 feet to the east (refer to Exhibit 3-3). As a result, no impacts on natural or riparian habitats are anticipated from the proposed project's implementation.

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.

The project site and the adjacent properties do not contain any natural wetland habitat. No "blue line" streams are located within or adjacent to the project site. The nearest designated "blue-line" stream is the Pacoima Wash, located approximately 3,600 feet to the east.³⁰ As a result, the proposed project would not impact any protected wetland area or designated blue-line stream.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? No Impact.

The project site has been developed and does not contain any natural or native vegetation. No trees are located within the project site boundaries that could provide resting areas for migratory birds.³¹ No natural open space areas are located on-site that would potentially serve as an animal migration corridor. As a result, no impacts are anticipated.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? No Impact.

The project site and the adjacent properties do not contain any protected habitat. Landscaping and plant materials in the immediate area include landscaping in the sidewalk planters and street trees. No trees are located within the project site's boundaries. The proposed project's construction would not require the removal of any trees. As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources and no impacts are anticipated.

²⁹ City of San Fernando. *San Fernando General Plan, Chapter 3, Conservation Element*. Page CON-12. January 6, 2004.

³⁰ Ibid

³¹ Blodgett/Baylosis Associates. *Site Survey*. April 25, 2014.

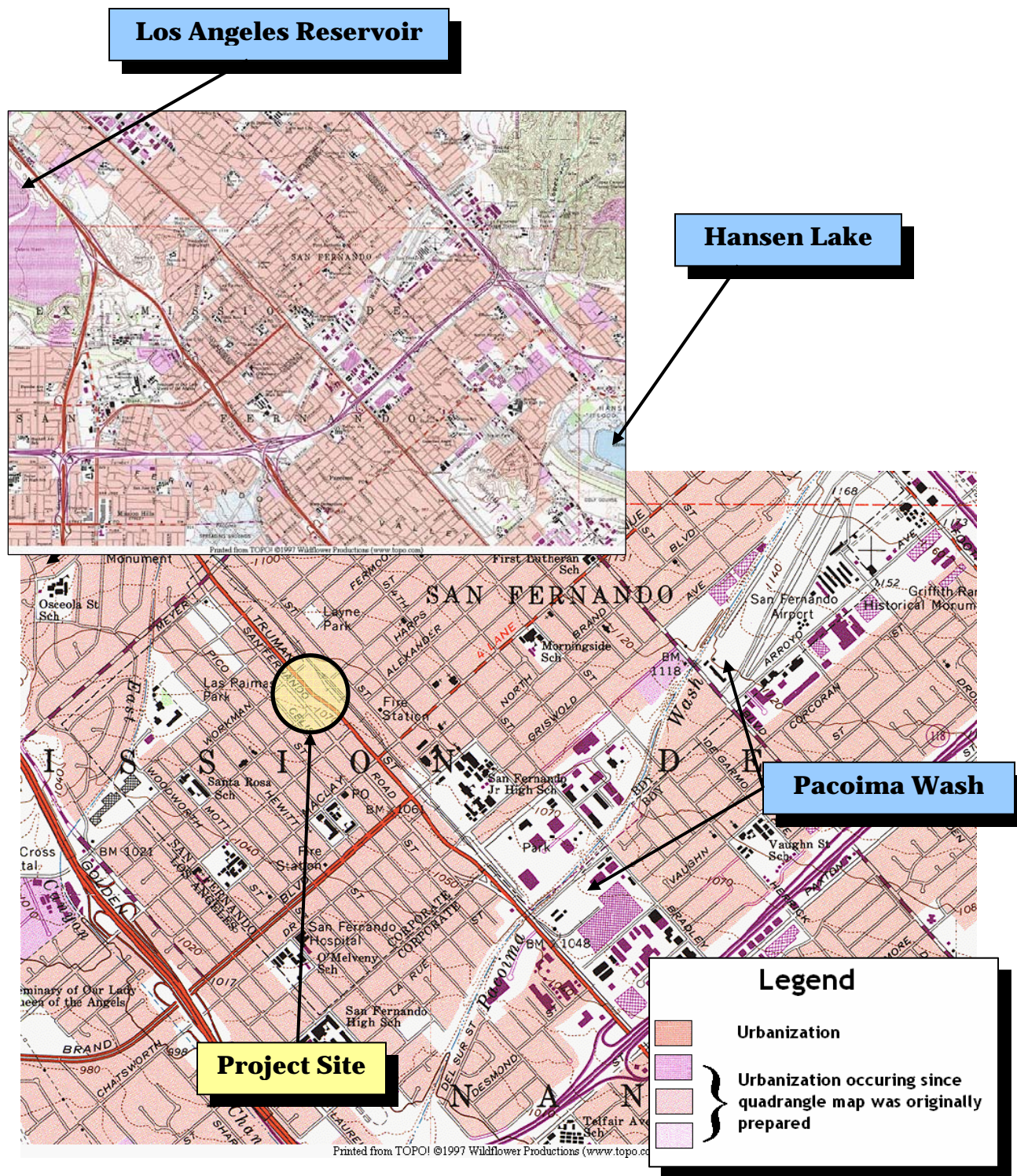


EXHIBIT 3-3

BIOLOGICAL RESOURCES

SOURCE: UNITED STATES GEOLOGICAL SURVEY

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.

As indicated previously, the project site is located within an urbanized setting, and no natural habitats are found within the adjacent areas. In addition, the project site is not located within an area governed by a habitat conservation or community conservation plan.³² As a result, no impacts on local, regional or state habitat conservation plans are anticipated from the proposed project's implementation.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site specific. The proposed project would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. Furthermore, the analysis determined that the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any impacts on biological resources. As a result, no mitigation measures are required.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the state's CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the state's CEQA Guidelines;
- The destruction of a unique paleontological resource, site or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries.

³² Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

3.5.3 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? Less Than Significant Impact with Mitigation.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to state or federal criteria even if the locality does not recognize such significance.³³ The State, through the Office of Historic Preservation, also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.³⁴ Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

³³ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. Website accessed on June 1, 2014

³⁴ State of California State office of Historic Preservation. California Historical Resources. 2011.

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- A property achieving significance within the past 50 years if it is of exceptional importance.³⁵

On June 19, 2012, the City received a public request to consider designation of the J.C. Penney Store building and existing business identification signs, collectively as a historic resource pursuant to the City's Historic Preservation Ordinance (City Code Section 106-1381, et. al.). The Planning and Preservation Commission held a public hearing on Tuesday, August 7, 2012, to consider the designation of the J.C. Penney building and signs as a historic resource. It was the Planning staff's assessment that the J. C. Penney building merited designation as a historic resource and the inclusion in the San Fernando Register of Historic Resources because it met the following two criteria:³⁶

- *Criteria 1.* The building embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.
- *Criteria 2.* *The building* has yielded, or is likely to yield, information important in the history of the city, region, state or nation.

In terms of Criteria 1, the J.C. Penney's building is a unique building that incorporates a Modern-style of architectural design distinctive of post-World War II architecture with Art Deco and International influences. Constructed in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles. The treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road consists of scored horizontal stucco with its edges "framed" by stepped molding made of terra cotta tile. The façade treatment at the rear of the building along Celis Street consists of three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tiles. Other distinct, character defining features include the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor building.³⁷ City staff determined that the aforementioned features embodied distinctive characteristics of a historic type, period, and architectural style through the J.C. Penney building's post-

³⁵ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

³⁶ ESA. Letter to Ian Fitzsimmons. *Subject: Historic Assessment for the Former J.C. Penney Company Building Located at 1140 San Fernando Road, San Fernando, California.* May 29, 2014.

war Modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building incorporates and retains the use of high quality building materials that are unique to the period of this architectural style. Thus, it was staff's assessment that the criteria can be met.³⁷

Criteria 2 indicated the building has yielded, or is likely to yield, information important in the history of the city, region, state or nation. The J.C. Penney building is a significant landmark within the City and an excellent example of post-war Modern commercial architecture, with the building remaining relatively unchanged since it was first built in 1953. Preservation of this improvement and designation of the structure as a City historic resource would help in preserving the San Fernando Mall's historic identity as an outdoor promenade and a shopping district with regional significance. An established name in San Fernando since 1927, the J.C. Penney building and business occupancy are recognized fixtures in the City, having been frequented by many generations of residents. Staff determined that the building is one of the few small neighborhood J.C. Penney stores from the post-World War II era still in existence today. Therefore, the preservation of the J.C. Penney building has yielded, and will continue to yield, important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer that has had established roots in communities all over the United States for over a century.

Based on the above two criteria, the City's staff indicated that the former J.C. Penney's building should be designated historic resource, including "all the building's exterior façade features and sign structures" (Ramirez and Arroyo, 2012). However, the City Council never formerly designated the J.C. Penney's building as a historic resource pursuant to Planning and Preservation Commission Resolution 2012-09, as a building that has been found eligible for local designation.

Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the historical resource. This is often accomplished through redesign of a project to eliminate objectionable or damaging aspects of the project (e.g., retaining rather than removing a character-defining feature). Relocation of an historical resource may constitute an adverse impact to the resource. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains its eligibility for listing on the California Register.³⁸ In most cases the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of an historical resource (14 CCR Section 15126.4(b)). However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of significance. In this context, recordation serves a legitimate archival purpose. The level of documentation required as a mitigation should be proportionate with the level of significance of the resource.³⁹

³⁷ ESA. Letter to Ian Fitzsimmons. *Subject: Historic Assessment for the Former J.C. Penney Company Building Located at 1140 San Fernando Road, San Fernando, California.* May 29, 2014.

³⁸ California State Parks, Office of Historic Preservation. http://ohp.parks.ca.gov/?page_id=21727. Website accessed on May 29, 2014.

³⁹ Ibid.

While avoidance or preservation of the historic architectural elements would otherwise be desirable mitigation, the City has determined that these approaches are not feasible:

- The building does not meet current seismic safety requirements and any future commercial and/or residential occupancy of the building will require these upgrades to be met which will result on substantial modifications to the building's interior. The new construction will conform the most recent seismic building code requirements.
- The building does not meet current standards related to sustainable development and energy conservation. A variety of sustainable features would also be incorporated into the design as the building would be more than 20% more efficient than 2010 Title 24. This mixed-use development project would also be seeking Build it Green, Green Point rating of 100 points or greater. Sustainable features include use of recycled materials, low VOC paints, Energy Star appliances, and an integrated recycling center.
- The complete preservation of the building would presume that a commercial business could relocate into the existing building. The J.C Penney's Company discontinued operations at this location and the building has remained vacant. Any continued vacancy of the building would lead to continued deterioration. A continued vacancy would also potentially contribute to the economic decline of the San Fernando downtown business district.

To address the potential project impacts, the following mitigation has been identified:

- The project Applicant and Contractors must implement the architectural concepts that have been presented. These concepts are designed to complement the preserved San Fernando Road façade of the former J.C. Penney's store. The design would use additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original 1953 storefront. The street retail would be designed to accommodate services uses such as restaurants and cafes as well as a variety of retail stores.
- The existing resources shall be documented according to Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) standards prior to demolition. Such documentation, including a written report, photographs, and in some cases, measured drawings and videotape. This documentation shall be prepared by a qualified professional that will be selected by the City and paid for by the project Applicant.
- A comprehensive archive of building photographs, floor plans, artifacts from the era (furniture, signs, etc.) must be made available to the local historical society or the City's Historic Preservation Commission.
- The project Applicant shall install interpretive materials that discusses the history and use of the site, inclusive the JC Penney Building and former Bank of America building. This will include historic photos of the building facades, store fronts, finishes, blade/business identification signs, drawings, interior photos of the building(s) during their prior use as department store and bank if

available. This display shall be placed in the community room or other well used common area of the residential portion of the mixed-use building.

- The site's development must correspond to all pertinent requirements of the San Fernando Corridors Specific Plan as it relates to urban design and compatibility of development.

The above mitigation will reduce the potential impacts to levels that are less than significant.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? No Impact.

The region in and around the City of San Fernando was home to the Gabrielino Indians. One of the largest Indian settlements was located near the existing San Fernando Mission. The village of Achooykomenga was reportedly one of the largest communities in the San Fernando Valley. The exact location of this village is unknown. The early baptismal register from the mission also identifies a settlement in what is now Pacoima.⁴⁰ The project site was previously disturbed and no archaeological resources were reported during previous grading and excavation activities in the area.⁴¹ In addition, the project site has undergone extensive disturbances as part of past construction activities and no significant archaeological sites are likely to be discovered during grading activities due to the degree of this disturbance.⁴² As a result no impacts on archaeological resources are anticipated from the proposed project.

C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? No Impact.

The potential for paleontological resources in the area is considered low due to the character of subsurface soils (recent alluvium) and the amount of disturbance associated with the previous development on the site.⁴³ As a result, no impacts are anticipated.

D. Would the project disturb any human remains, including those interred outside of formal cemeteries? No Impact.

The only cemetery near the project site is located adjacent to the San Fernando Mission. The cemetery is located at 1160 Stranwood Avenue within the San Fernando Mission grounds. While there are approximately 2,400 individuals interred in the San Fernando Mission cemetery, its distance from the project site make any unintentional disturbance of burials unlikely. No other cemeteries are located within the City. As a result, the proposed construction activities will not have any impact on any interred human remains.

⁴⁰ McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

⁴¹ United State Geological Survey. *San Fernando 7 ½ Minute Quadrangle*. Release Date March 25, 1999.

⁴² City of San Fernando. [Final] General Plan Environmental Impact Report. Section 4.12, Page 4.12-1.

⁴³ Ibid. Page 4.12-2.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would result in any impacts on cultural resources. As a result, cumulative impacts would occur as part of the proposed project's implementation.

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, the following mitigation measures are required.

Mitigation Measure No. 9 (Cultural Resources Impacts). The project Applicant and Contractors must implement the architectural concepts that have been presented. These concepts are designed to complement the preserved San Fernando Road façade of the former J.C. Penney's store. The design would use additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original 1953 storefront. The street retail would be designed to accommodate services uses such as restaurants and cafes as well as a variety of retail stores.

Mitigation Measure No. 10 (Cultural Resources Impacts). The existing resources shall be documented according to Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) standards prior to demolition. Such documentation, including a written report, photographs, and in some cases, measured drawings and videotape. This documentation shall be prepared by a qualified professional that will be selected by the City.

Mitigation Measure No. 11 (Cultural Resources Impacts). A comprehensive archive of building photographs, floor plans, artifacts from the era (furniture, signs, etc.) must be made available to the local historical society or the City's Historic Preservation Commission.

Mitigation Measure No. 12 (Cultural Resources Impacts). The project Applicant shall install interpretive materials that discusses the history and use of the site, inclusive the JC Penney Building and former Bank of America building. This will include historic photos of the building facades, store fronts, finishes, blade/business identification signs, drawings, interior photos of the building(s) during their prior use as department store and bank if available. This display shall be placed in the community room or other well used common area of the residential portion of the mixed-use building.

Mitigation Measure No. 13 (Cultural Resources Impacts). The site's development must correspond to all pertinent requirements of the San Fernando Corridors Specific Plan as it relates to urban design and compatibility of development.

3.6 GEOLOGY

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the California Geological Survey for the area or based on other substantial evidence of a known fault), ground shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction?; iv) Landslides? Less than Significant Impact.*

The City of San Fernando is located in the Peninsular Range geologic province, which is characterized by northwest-trending topographic and structural features. The Peninsular Range province is bounded by the Transverse Range province to the north and the Colorado Desert province to the west. The inland portion of the Peninsular Range province consists of numerous mountain ranges that are composed of igneous and metamorphic rocks of Mesozoic and Paleozoic age. An irregular coastal plain is located on the western edge of the province (that includes the Los Angeles Coastal Plain) that is composed of marine and non-marine elastic deposits of Upper Cretaceous, Tertiary and Quaternary age. The City is located in the northwest corner of the Los Angeles Basin. This basin trends to the northwest with an axis that extends 50 miles and has a width of approximately 20 miles and is bounded on the east by the San Gabriel

Mountains, on the north by the Santa Monica Mountains, on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and on the southwest by the Palos Verdes Hills and the Pacific Ocean.⁴⁴

The geomorphology of the Los Angeles Basin is a direct result of the tectonic forces common to the region. The area's topography is a direct result of the seismic influences that have contributed to the uplift that is evident from the nearby mountains. The region is bisected by numerous faults. Many of which are still considered to be active and many more unknown blind thrust faults are also likely to be present in the area.⁴⁵ The most probable major sources of a significant earthquake affecting the San Fernando area include the San Andreas Fault zone, located approximately 5 miles to the northwest, and the Sierra Madre Fault zone, approximately 2 miles to the north and southwest. Both the San Andreas and Sierra Madre zones have been recognized for some time as being active. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre fault zone, and has resulted in the entire length of the Sierra Madre fault zone being considered potentially active. Both the San Andreas and Sierra Madre zones have been associated with surface rupturing as well as significant ground shaking effects. However, no active faults are known to exist in the City.⁴⁶ Table 3-4 identifies major earthquake faults within the surrounding region as well as their characteristics. The locations of the major faults in the Los Angeles region are shown in Exhibit 3-3.

Table 3-4
Major Active Earthquake Faults Located in the Region

Name	Type of Fault	Length	Most Recent Surface Rupture	Slip Rate/Year	Fault Rupture Interval
Chatsworth	Reverse	20 km	Late Quaternary	Unknown	Unknown
Mission Hills	Reverse	10 km	Possibly Holocene	0.5 mm	Unknown
Northridge Hills	Reverse	25 km	Late Quaternary	Unknown	Unknown
San Andreas	Right lateral/strike slip	1,200 km	1857	20 to 35 mm	140 years
San Fernando	Thrust	17 km	1971	5 mm	200 years
San Gabriel	Right lateral/strike slip	140 km	Holocene (recent) to Late Quaternary	1 to 5 mm	Unknown
Santa Susana	Thrust	38 km	1971	5 – 7mm	Unknown
Sierra Madre	Reverse	75 km	Holocene	0.36 to 0.44 mm	2,000 years
Raymond	Left Lateral	26 km	Holocene	0.1 to 0.22 mm	4,500 years
Verdugo	Reverse	21 km	Holocene	0.5 mm	Unknown

Source: United States Geological Survey. Southern California Earthquake Center. 2004.

⁴⁴ California Geological Survey. *Open File Report 98-06. Seismic Hazard Evaluation of the San Fernando 7.5 Minute Quadrangle, Los Angeles County, California.* 1998.

⁴⁵ Ibid.

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

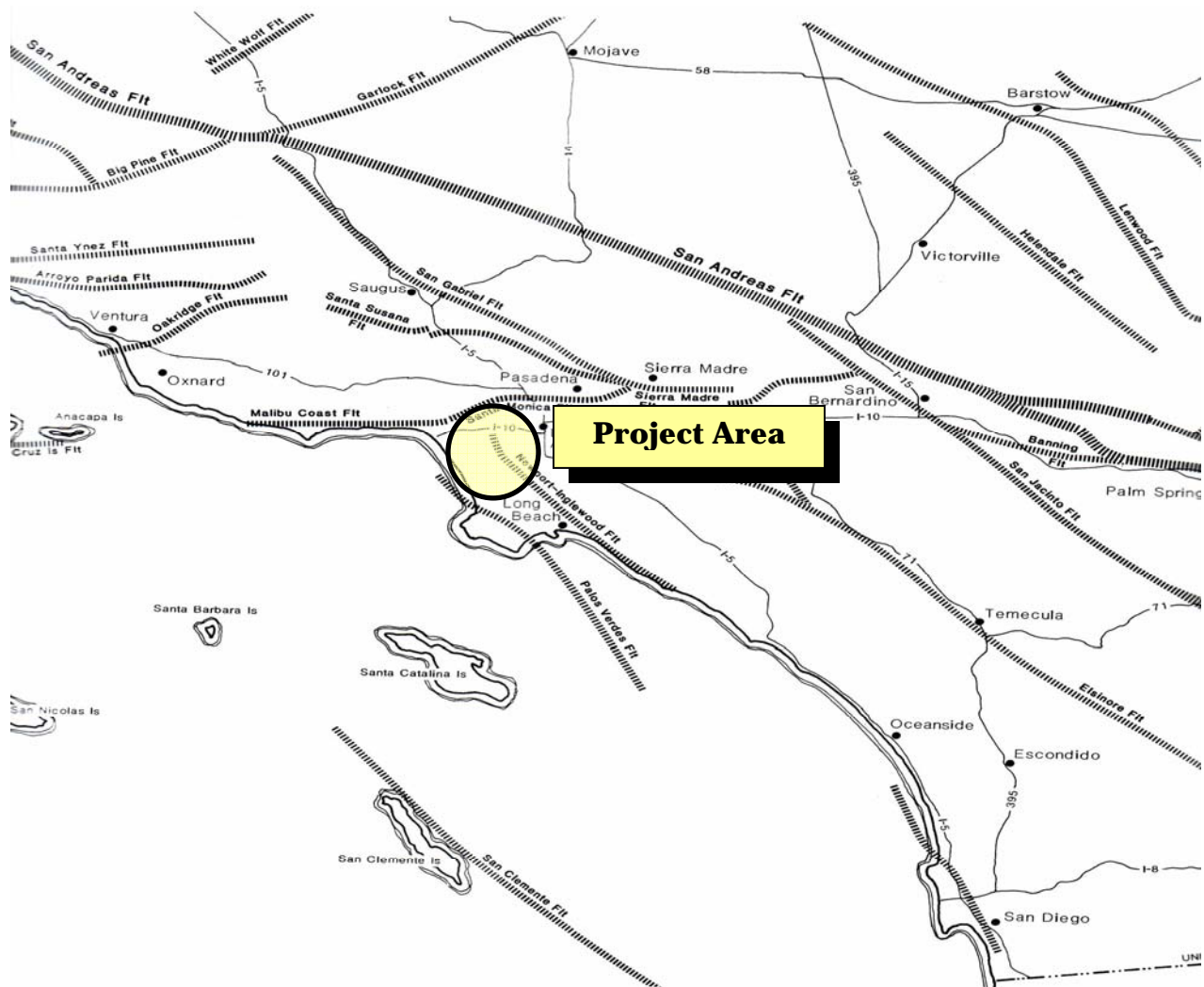


EXHIBIT 3-4

FAULTS IN THE SOUTHERN CALIFORNIA REGION

SOURCE: UNITED STATES GEOLOGICAL SURVEY

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

All of the faults identified in Table 3-4 are located outside of the City's corporate boundaries. As a result, surface rupture is not anticipated to occur in the vicinity of the project site in the event of an earthquake from the known faults in the surrounding region. Furthermore, no areas of the City are included within an Alquist-Priolo Special Studies Zone. As a result, no surface rupture impacts would likely impact the proposed project site. As indicated in the previous section, there are a number of active faults that are located in the surrounding region. The project sites are located within a seismically active region and would be subject to ground-shaking and other seismically induced effects, including liquefaction. Two major Southern California earthquakes have occurred in the region during the past 35 years: the 1971 Sylmar earthquake and the 1994 Northridge earthquake. The magnitude 6.6 Sylmar Earthquake occurred on February 9, 1971 at 6:01 a.m. along the San Fernando Fault Zone. The magnitude 6.7 Northridge earthquake occurred at 4:30 am on January 17, 1994.

The California Geological Survey (formerly the State of California Division of Mines and Geology) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). The Act directs the Department of Conservation (of which the California Geological Survey is a part) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the Act is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards.⁴⁷ The Act was passed by the legislature following the 1989 Loma Prieta Earthquake. The Seismic Hazard Zone Maps indicate where site-specific investigation is required and these investigations determine whether structural design or modification of the development is necessary.⁴⁸

According to the Seismic Zones Hazard Map prepared for the San Fernando 7 1/2 Minute Quadrangle, the project site is located outside an area where there is an elevated risk for liquefaction. A copy of the Seismic Hazard Zone Map is provided in Exhibit 3-4 on the following page. As a result, the impacts are considered to be less than significant.

The project site would continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact would not be significantly different from that anticipated for the surrounding areas. As a result, the proposed impacts are considered to be less than significant.

⁴⁷ Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6)

⁴⁸ A copy of each approved geotechnical report including the mitigation measures is required to be submitted to the California Geological Survey within 30 days of approval of the report. A Certified Engineering Geologist or Registered Civil Engineer with competence in the field of seismic hazard evaluation is required to prepare, review and approve the geotechnical report. The Act requires peer review and this individual may be either local agency staff or a retained consultant. It must be noted that the Department of Conservation does not have authority to approve or disapprove the geotechnical reports; rather the data is utilized for future updates as well as monitor the effectiveness of the Program. In addition, cities and counties are to incorporate the Seismic Hazard Zone Maps into their Safety Elements. Both the Act and the Natural Hazard Disclosure Statement also require sellers of real property to disclose to buyers if property is in a Seismic Hazard Zone of Required Investigation.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

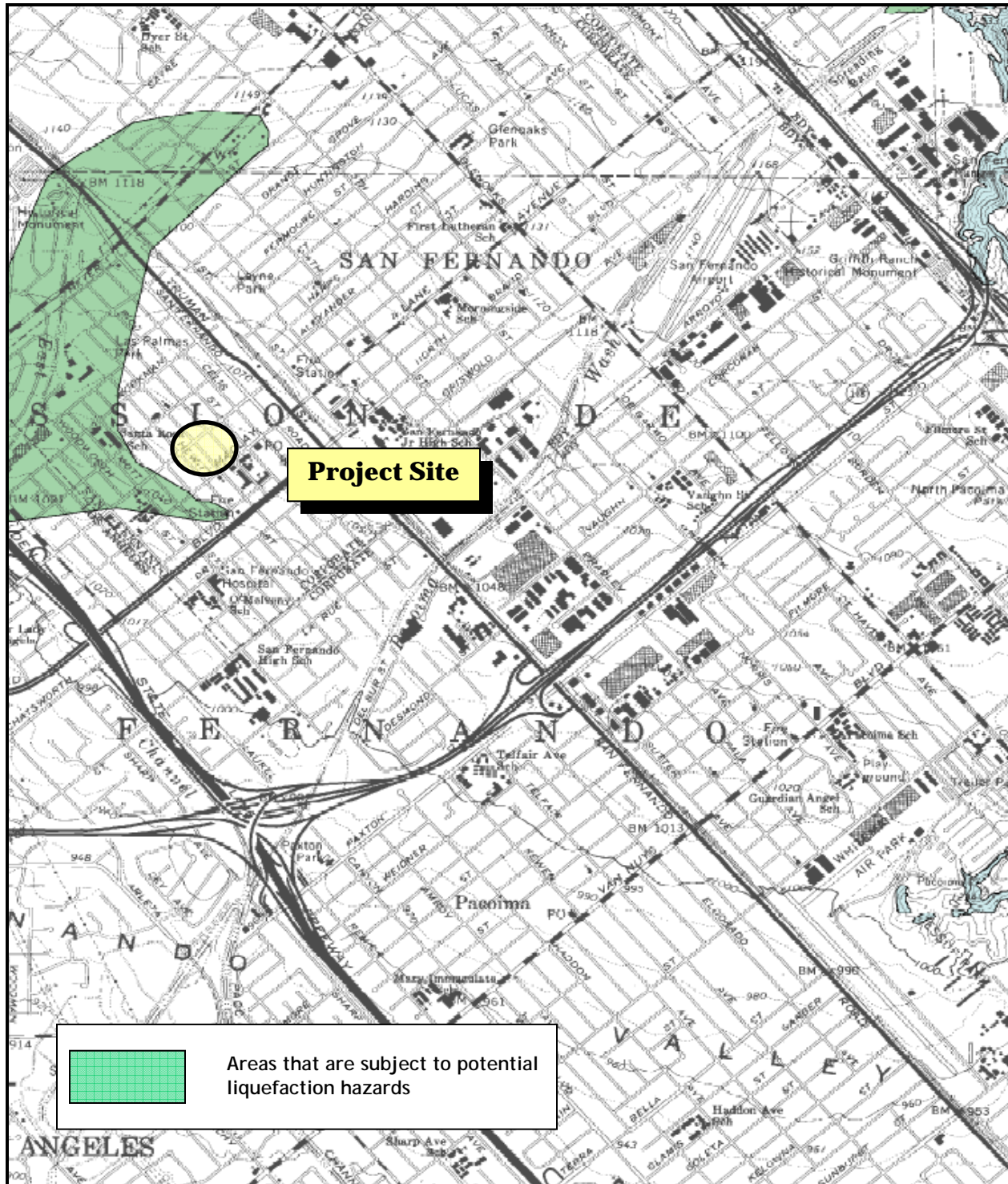


EXHIBIT 3-5
LIQUEFACTION HAZARDS IN THE SAN FERNANDO AREA
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

B. Would the project result in substantial soil erosion or the loss of topsoil? Less than Significant Impact

Given the character of the site and that of the surrounding properties, no impacts related to expansive soils are anticipated. The proposed project would continue covering the site with impervious materials. As a result, the potential soil erosion impacts associated with the development is considered to be less than significant.

C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? No Impact.

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the project site is not located within an area subject to potential slope failure.⁴⁹ The site is also located on relatively level terrain that has previously undergone development. As a result, no impacts due to potential unstable soils are anticipated.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property? No Impact.

The soil that underlies the site (the Hanford Soils Association) does not represent a constraint to the development, as evidenced by existing former J.C. Penney store building within the project site. Furthermore, the site's soils do not exhibit any unique shrink-swell characteristics. As a result, no expansive soil impacts are anticipated.

E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? No Impact.

No septic tanks would be used as part of any future mixed-use development. The proposed project would be required to connect with the nearby sanitary sewer system. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impact related to earth and geology is typically site specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. As a result, no cumulative earth and geology impacts would occur as part of the proposed project's implementation.

⁴⁹ California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones*. 1998.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

3.6.4 MITIGATION MEASURES

The analysis determined that the proposed project's approval and subsequent implementation would not result in any significant adverse impacts related to earth and geology. As a result, no mitigation measures are required.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

3.7.2 ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less than Significant Impact.*

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.⁵⁰ Greenhouse gas (GHG) emissions are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).⁵¹ Table 3-5 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-4, the CO₂E total associated with the proposed project's operation is 13,018 pounds per year or 6.509 metric tons per year.

As an interim threshold based on guidance provided in the California Air Pollution Controls Officers Association (CAPCOA), CEQA and Climate Change White Paper, a non-zero threshold based on Approach 2 of the handbook would be used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for commercial projects.

A variety of sustainable features would also be incorporated into the design as the building would be more than 20% more efficient than 2010 Title 24. This mixed-use development project would also be seeking

⁵⁰ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

⁵¹ Ibid.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Build it Green, Green Point rating of 100 points or greater. Sustainable features include use of recycled materials, low VOC paints, Energy Star appliances, and an integrated recycling center. Table 3-5 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-5, the CO₂E total for the project is 13,018 pounds per year or 6.5 metric tons per year, which is well below the threshold of 3,000 metric tons per year.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Short-Term Construction Emissions				
Demolition	4,127.14	1.10	--	4,150.68
Site Preparation	4,111.70	1.22	--	4,137.52
Grading	3,129.01	0.93	--	3,148.63
Construction	2,689.57	0.67	--	2,703.74
Paving	1,921.30	0.55	--	1,933.04
Architectural Coatings	281.44	00.03	--	282.21
Long-Term Operational Emissions				
Area	2,779.06	2.83	0.06	2,858.54
Energy	244.12	--	--	245.60
Mobile	11,567.58	0.49	--	11,577.91
Total	14,590.77	3.33	0.06	14,682.07

Source: CalEEMod.

The proposed project is an infill mixed-use residential development on a site that was previously used for a commercial building no longer in business. The commercial component of the proposed project would use substantially less electricity compared to the existing and previous businesses. The proposed project would also utilize energy conserving appliances and lighting. The State also supports such infill initiatives as a means to meet the State's sustainable development objectives. As a result, the impacts related to additional greenhouse gas emissions resulting from the proposed project's implementation are considered to be less than significant.

B. Would the project conflict an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? Less than Significant Impact.

The proposed project would apply early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB-

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

32. A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB-32 goals as well as the Governor's Executive Order, are referenced in Table 3-6. Table 3-6 also identifies which CARB *Recommended Actions* apply to the proposed project, and of those, whether the proposed project is consistent.

Table 3-6
Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Table 3-6
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Of the 39 measures identified, those that would be considered to be applicable to the proposed project include actions related to electricity and natural gas use and water conservation. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. The proposed project would not be in conflict with adopted initiatives designed to control GHG emissions in the coming years. The project would also involve the reuse of an existing urban property and “infill development” which is seen as an important strategy in reducing regional GHG emissions.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

In addition, the following project measures would be effective in further reducing GHG emissions through energy conservation, water conservation, and the recycling of solid waste:

- All demolition and construction waste would be recycled pursuant to the City's C&D Waste Management Ordinance;
- The proposed residential units would be equipped with Energy Star® appliances (air conditioning, water heaters, heating, etc.) that would save energy;
- Individual units would be constructed so as to utilize insulation and energy saving techniques in accordance with Title 24 requirements;
- Plumbing fixtures would employ Title 24 requirements;
- Irrigation systems used for both the private yards and the common area landscaping would employ timers and other equipment that would maximize water conservation;
- Once occupied, the proposed project would be required to comply with the City's waste reduction and recycling requirements; and,
- Exterior lighting would be designed to avoid waste energy through the elimination of unnecessary lighting.

In addition to the above energy and water conserving measures, the proposed project would be in conformance with the City's Climate Action Plan. The proposed project's mobile emissions and potential stationary emissions are below the SCAQMD thresholds. In addition, the proposed project is an infill mixed-use development that is consistent with the SCAG's regional plans that promote sustainable infill development. The proposed project is also consistent with the California Attorney General's recommendations in addressing GHG emissions as part of new development as indicated in Table 3-7. As a result, the proposed project is not expected to result in any significant impacts related to a conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

Table 3-7
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	% Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	Compliant. The proposed project will facilitate new infill development in an urban area. In addition, the new development will support new infill development improving the region's jobs housing balance. Project is located within 1/2 mile of transit center.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use.	Compliant. As part of the proposed improvements, a new sidewalk and landscaping will be installed. Use of City's TDMs to promote alternative modes of transportation	5%

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Table 3-7
Project Consistency With the Attorney General's Recommendations (continued)

Attorney General's Recommended Measures	Project Compliance	% Reduction
Energy-and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	Compliant. The new buildings will employ newer efficient utilities and plumbing fixtures. The project will also be required to install modern storm water runoff controls.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	Compliant. The project's contractors will be required to adhere to the use of sustainability practices involving solid waste generation and disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	Compliant. The project will involve the installation of landscaping. It should be noted that the City is a built-out urban community and contains no natural resource areas such as forests, wildlife habitat, or agricultural land.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	Compliant. Refer to responses above.	NA
Total Reduction Percentage:		36.0%

1. Emissions Reductions obtained from Appendix B of the CEQA and Climate Change white paper, prepared by CAPCOA (2008).
Source: Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change, 2010*.

Table 3-8 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions.

Table 3-8
Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Table 3-8
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Table 3-8
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 36% (refer to Table 3-7), the potential GHG impacts are considered to be less than significant.

3.7.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gasses. As a result, no significant adverse cumulative impacts would result from the proposed project's implementation.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

3.7.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.8 HAZARDS & HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less than Significant Impact with Mitigation

The proposed project involves conversion of the former J.C. Penney Store into a mixed-use development consisting of retail spaces on the ground level and 101 residential units on the other three levels. Based on the date of the construction of the building on-site (1953), built prior to 1978, it is likely that the structure could contain Asbestos Containing Materials (ACMs). The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACMs are found, abatement of asbestos would be required prior to any demolition activities. SCAQMD Rule 1403 also prohibits the release of ACMs into the air, which is a toxic air pollutant (TAP). Since the potential exists for ACM materials to be located within the project site, an ACM survey would be required prior to demolition. In addition, due to the age of the structure (constructed prior to 1978), lead-based paint may be present. If during demolition of the structure, paint is separated from the building material (chemically or physically) a potential health hazard could occur for building occupants and construction workers.

- The Applicant and/or the Contractors must oversee the completion of a survey to ascertain the presence of ACMs and lead. The survey must be completed prior to the commencement of demolition activities.
- The Applicant and the Contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Planning Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with state and federal law prior to the issuance of any building permit.

Following compliance with the aforementioned mitigation requiring an independent evaluation and paint abatement, as well as compliance with California Code of Regulation Title 8, Section 1532.1, potential impacts of the project's implementation would be reduced to less than significant with mitigation.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Less than Significant Impact with Mitigation.

Future development arising as part of the proposed project's implementation would include 101 residential units and retail spaces on the ground level. The use of hazardous materials for the residential development would consist of those commonly found in a household setting and cleaning products. The only potential health risk is related to demolition of the existing commercial building that occupies the

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

site. During demolition, it is possible that asbestos-containing materials (“ACMs”) would be encountered. ACMs would most likely be found in wall and pipe insulation, ceiling materials, or old floor tiles. In addition, remnants of lead paint may remain on some of the finished wall surfaces. To ensure that future demolition activities do not result in the release of any of these materials, mitigation measures have been incorporated into Section 3.8.2.B. Adherence to the mitigation measures would reduce the potential impacts to levels that are less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? No impact.

As indicated previously, lead paints and asbestos-containing materials (ACMs) may be encountered during the demolition and construction activities. Adherence to Department of Toxic Substance Control (DTSC) guidelines and recommendations would reduce the potential for exposure of people to harmful conditions related to hazardous materials. In addition, the site’s long-term impact would be the use of hazardous materials that would consist of those cleaning products commonly found in a household setting as well as commercial cleaning products for the maintenance of the commercial area. As a result, no significant impacts are anticipated.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? No Impact.

The proposed project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁵² No Cortese sites are found in the City. As a result, no impacts would occur with respect to locating the project on a site not included on a hazardous list pursuant to the government code.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? No Impact.

The project site is not located within 2 miles of an operational public airport. Whiteman Airport is located 2.71 miles to the southeast of the project site. Whiteman Airport is a Los Angeles County-owned general aviation airport. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south).⁵³ The proposed building height of 50-feet will not be tall enough to interfere with aircraft operations. In addition, the project site is located outside of the accident protection zone of Whiteman Airport. Future development arising as part of the proposed project’s implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport. As a result, no significant adverse impacts are anticipated.

⁵² California, State of, Department of Toxic Substances Control, *DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

⁵³ Google Earth (the distances were calculated using the measuring tool).

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? No Impact.

The project site is not located within 2 miles of an operational private airstrip. As indicated previously, Whiteman Airport is located 2.71 miles to the southeast of the project site. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south).⁵⁴ The project site is not located within 2 miles of a private airstrip. As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.

At no time will any adjacent major through streets be closed to traffic during the construction phases. Subsequent to obtaining development entitlements from the Planning and Preservation Commission, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department. The construction plan will be required to identify the location of all on-site utility facilities as well as trash containers, construction vehicle parking areas and the staging area for debris removal and the delivery of building materials. Construction hours will also be required to comply with the current San Fernando City Code Standards. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the surrounding residential neighborhood, and the business areas along San Fernando Mission Boulevard, Celis St., and San Fernando Road. All of the construction activities and staging areas will be located on-site. As a result, no significant adverse impacts are associated with the proposed project's implementation.

H. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? No Impact.

The entire City is urbanized and the majority of the parcels are developed.⁵⁵ There are no areas of native vegetation found within the candidate residential development sites or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

⁵⁴ Google Earth (the distances were calculated using the measuring tool).

⁵⁵ United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999..

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

3.8.3 CUMULATIVE IMPACTS

The potential impacts related to hazardous materials are site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant unmitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

The following measures are required to ensure that any hazardous materials that may be encountered during the interior improvements are properly handled:

Mitigation Measure No. 14 (Hazardous Materials Impacts). The Applicant and/or the Contractors must oversee the completion of a survey to ascertain the presence of ACMs and lead. The survey must be completed prior to the commencement of demolition activities.

Mitigation Measure No. 15 (Hazardous Materials Impacts). The Applicant and the Contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Planning Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with state and federal law prior to the issuance of any building permit.

The aforementioned mitigation will reduce the potential impact to levels that are considered to be less than significant.

3.9 HYDROLOGY & WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? Less than Significant Impact with Mitigation.

The project site is currently paved, with existing surface parking and an existing building which is the former J.C. Penney store no longer in business. No industrial waste water discharges are anticipated as part of the occupancy of the proposed residential development and retail spaces on the ground level. As part of the development, certain improvements will be installed that will affect the amount of potential storm water runoff.⁵⁶ In addition, drains and possibly clarifiers may be required in the ground level and subterranean parking levels. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4.

- Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

⁵⁶ The first ¾ inches of rainfall from any storm shall be treated and infiltrated through the use of stormwater retention and filtration facilities.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- Prior to issuance of building permits, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.
- Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the building permits.

Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Less Than Significant Impact.

The proposed mixed use development with retail spaces and 101 residential units is projected to consume approximately 22,083 gallons per day on a daily basis. This consumption rate assumes 200 gallons per day per residential unit and 0.10 gallons per day per square foot of the 18,640 square feet of specialty retail commercial usage. In addition, the proposed project will utilize low-flush toilets and other water conservation devices as a means to reduce water consumption. As a result, the potential impacts are anticipated to be less than significant.

C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? No Impact.

The site is currently paved and was used for surface parking around the existing J.C. Penney store building. No natural drainage or riparian areas remain within the project site due to the past development in the area.⁵⁷ As a result, no significant adverse impacts are anticipated.

D. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? No Impact.

There are no natural lakes or streams within or adjacent to the project site. The project site is located in the midst of an existing neighborhood and no natural drainage features are found within the project site or the adjacent parcels.⁵⁸ As a result, no impacts are anticipated.

⁵⁷ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

⁵⁸ United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle.* Release Date March 25, 1999.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

E. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Less than Significant Impact with Mitigation.

The total land area of the site is 35,000 square feet. Following development, the amount of impervious area will not change. No new impervious surface areas will be created by the proposed project.

F. Would the project otherwise substantially degrade water quality? Less than Significant Impact with Mitigation.

The major source of potential water pollution in the vicinity of the project sites is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean. Trash, animal waste, chemicals, and other pollutants are transported untreated through the storm water system where it collects in the beach environment. The proposed project's contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.

The project site is not located within a designated flood hazard area as identified by Federal Emergency Management Agency (FEMA).⁵⁹ As a result, no housing will be placed within a designated flood zone since site is not located within a flood hazard area, as defined by FEMA's Flood Insurance Rate Maps (FIRM).⁶⁰ Therefore, no impacts related to flood flows are associated with the proposed project's implementation.

H. Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows? No Impact.

As indicated previously, the City is not located within a designated 100-year flood hazard area as defined by FEMA.⁶¹ As a result, the future development contemplated as part of the proposed project's implementation will not impede or redirect the flows of potential floodwater, since it is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

⁵⁹ Federal Emergency Management Agency. *Interim Maps for AR Zone*. 2012

⁶⁰ Ibid.

⁶¹ Ibid.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

I Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? No Impact.

There are three dams located in the vicinity of the City that include the Hansen Dam, the Lopez Dam, and the Los Angeles Reservoir Dam. The U. S. Army Corps of Engineers has prepared emergency plan maps indicating the potential inundation area for the Hansen and Lopez Dams. The potential inundation area for the Hansen Dam is located south of the dam, outside the City boundaries. The potential inundation area includes a small portion of the northeasterly corner of the City though the site is located outside the inundation area. The Los Angeles Reservoir Dam is located to the southwest of the City and the potential inundation area is located further south of the reservoir. Since the project site is located outside the potential inundation area of these reservoirs, no impacts are anticipated.

J. Would the project result in inundation by seiche, tsunami, or mudflow? No Impact.

The City is located inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. No reservoirs or volcanoes are located near the City that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area of the project site that would result in a potential seiche hazards.⁶² As a result, no impacts related to seiche, tsunami, or mudflows will result from the implementation of the proposed project.

3.9.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts are anticipated.

3.9.4 MITIGATION MEASURES

As indicated previously, the site's hydrological characteristics will not substantially change. Mitigation has been recommended as a means to comply with CWA and NPDES requirements.

Mitigation Measure 16 (Hydrology and Water Quality Impacts). Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

Mitigation Measure 17 (Hydrology and Water Quality Impacts). Prior to issuance of building permits, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

⁶² United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Mitigation Measure 18 (Hydrology and Water Quality Impacts). Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the building permits.

3.10 LAND USE

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community? No Impact.

The project site is located within the *San Fernando Corridors Specific Plan* which comprises the City's primary shopping districts along Maclay Avenue, the Civic Center and the San Fernando Mall. *The Corridors Specific Plan* area is developed with single and multiple-family residential uses, as well as retail sales, offices, restaurants, service commercial businesses, light industrial and warehousing activities, and automobile service and related uses. Existing land uses and development in the area is provided in Exhibit 3-7. No existing roadways will be vacated. The location and extent of existing residential neighborhoods in the immediate vicinity will not be altered as part of the proposed project. The proposed mixed-use development, consisting of 101 residential dwelling units and retail spaces, will not result in the division of an existing residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community.

B. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less than Significant Impact.

A map indicating the General Plan Land Use and Zoning map designations for the site and the surrounding area are provided in Exhibits 3-5 and 3-6, respectively. The project, as it is currently proposed, will require the approval a zone map and zone change and a number of variances from the City's zoning requirements.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

The purpose of the Zoning Ordinance is to serve the public health, safety, comfort, convenience, and general welfare of San Fernando citizens by establishing land use districts designed to obtain the physical environmental, economic and social advantages resulting from the planned use of land in accordance with the City's General Plan. The Zoning Ordinance establishes regulations for the development and use of land and improvements within the City. As part of the proposed project's implementation, the City will be requested to consider the following:

- *Zone Change and Zoning Map Amendment* The Applicant will apply for a zone change and zoning map amendment so that the project will be entirely in one zone. Currently both properties which make up the project area are bisected the San Fernando Corridors Specific Plan (SP-4) zoning's San Fernando Mall and Mixed Use Transition sub-districts.
- *Variance for setbacks.* The Applicant will apply for a zone variance deviate from the required ground floor 15-foot setback on Celis Street and the requirement that all three residential floors be set back 15 feet.
- *Variance for on-site guest parking* The Applicant will apply for a variance to deviate from the on-site guest parking requirement in order to provide the remaining 12 guest parking spaces off-site through a shared parking agreement and/or pay a fee in lieu of parking as permitted in the SP-4 zoning regulations.
- *Variance for building height.* The Applicant will apply for a variance to deviate from the building height requirement that limits the overall building height to four floors or 50 feet above street level, whichever is less in order to incorporate needed rooftop structures and architectural features.
- *Variance for open space.* The Applicant will apply for a variance to deviate from the City's minimum open space requirements.

The mixed-use residential and retail development will be consistent with both the City's general plan and zoning designations after the rezoning. In addition, the type of development being proposed is consistent with the SP-4 zones purpose of the Corridors Specific Plan to provide new housing and commercial opportunities within the City's downtown. Furthermore, the proposed project density is consistent with the pattern of multi-family development previously entitled and now being built in the north of the project's planning area. Given the proposed project's consistency with the City's general plan land use designation and applicable SP-4 zone's existing and permitted land uses in the affected specific plan area and the surrounding area, the impacts related to the proposed project's implementation are less than significant.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT



EXHIBIT 3-6
EXISTING LAND USES AND DEVELOPMENT
SOURCE: BLODGETT BAYLOSIS ASSOCIATES

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

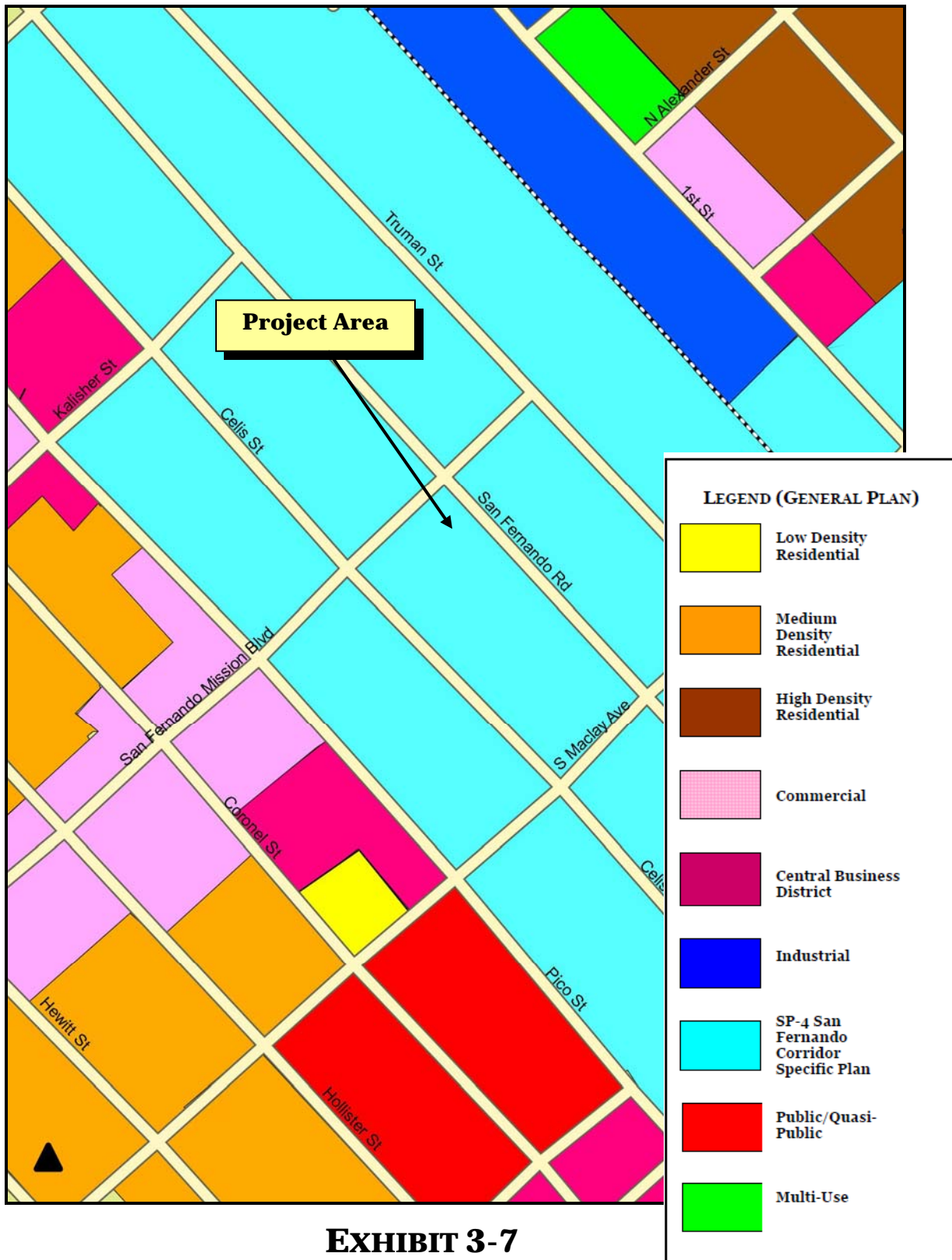


EXHIBIT 3-7
GENERAL PLAN MAP
SOURCE: CITY OF SAN FERNANDO

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MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

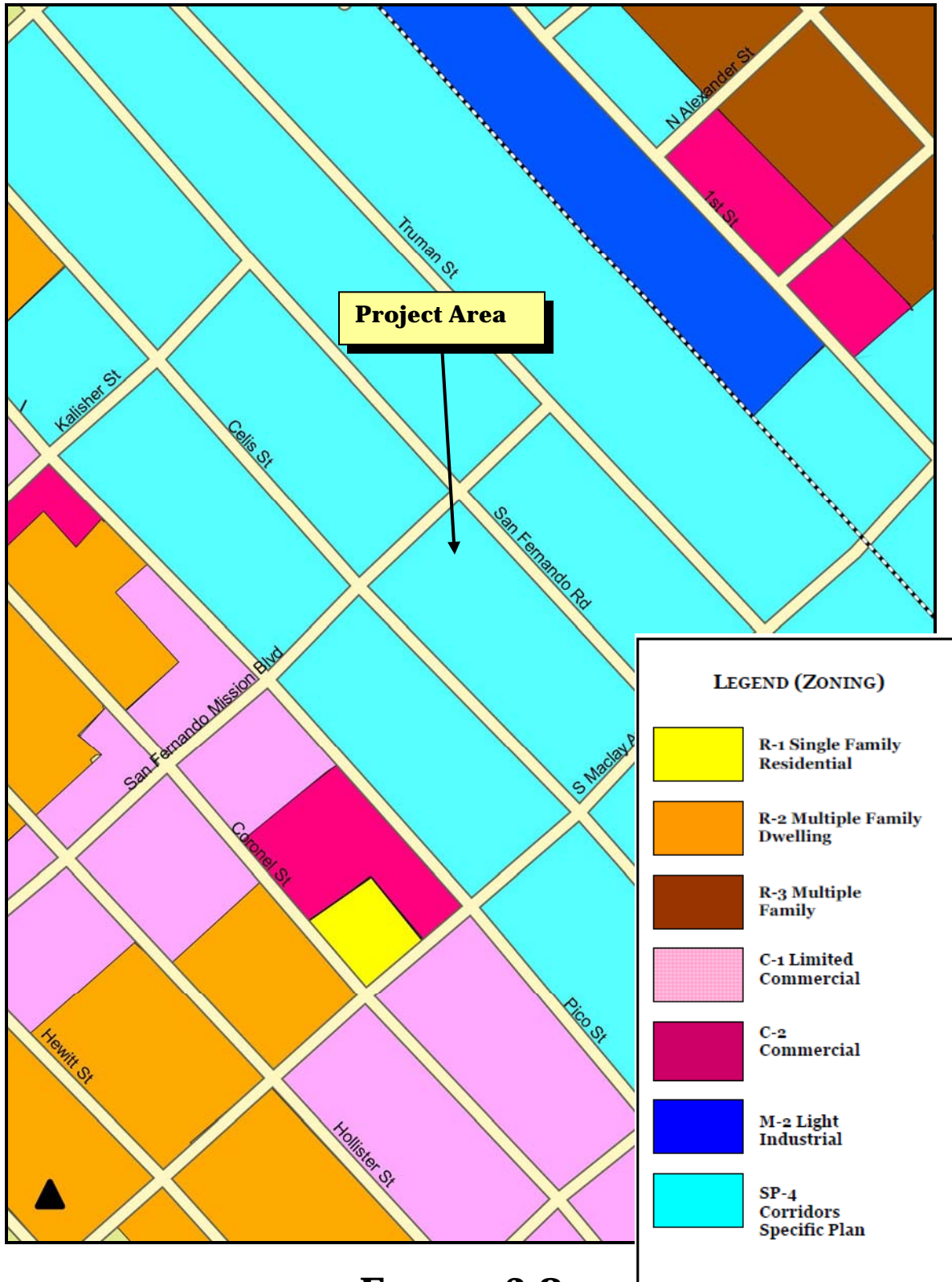


EXHIBIT 3-8
ZONING MAP
SOURCE: CITY OF SAN FERNANDO

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact

No natural open space areas are located within the proposed project site or in the surrounding area. In addition, no adjacent properties are subject to habitat conservation plans. The project sites and the surrounding parcels are not subject to a habitat conservation plan or local coastal plan (LCP).⁶³ Finally, there are no designated Significant Ecological Areas (SEAs) located within one mile of the City. As a result, the proposed project will not result in any impact on a habitat conservation plan or natural community conservation plan.

3.10.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site specific. Furthermore, the analysis determines that the proposed project will not result in any significant adverse impacts. As a result, no significant adverse cumulative land use impacts will occur.

3.10.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? No Impact.

There are no oil wells located within or near either project site. Furthermore, the project sites are not located within a Significant Mineral Aggregate Resource Area (SMARA) nor are they located in an area

⁶³ Blodgett Baylosis Associates. Site survey was completed on April 25, 2014.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

with active mineral extraction activities.⁶⁴ As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

B. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? No Impact.

There are no mineral, oil or energy extraction and/or generation activities located within either project site. Review of maps provided by the California Department of Conservation indicated that there are no oil wells located within the project site or in the vicinity. The resources and materials used in the new construction will not include any materials that are considered to be rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

3.11.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- The exposure of people to, or generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

⁶⁴ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
No Impact.

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of 3 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels associated with common everyday activities are outlined in Exhibit 3-6.⁶⁵

The current noise environment within the project area is dominated by traffic noise emanating from San Fernando Road and San Fernando Mission Boulevard and other local streets and rail traffic using the nearby railroad right-of-way located north of Truman Street.⁶⁶ As part of the future multiple-family residential development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 dB Community Noise Equivalent Level or (“CNEL”) or less. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project’s implementation will not result in any significant adverse noise impacts.

⁶⁵ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

⁶⁶ Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Objects that block the line-of-sight from the noise source, attenuate the noise source if the receptor is located within the “shadow” of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to attenuate the noise. Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

Noise Levels – in dBA

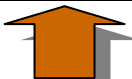
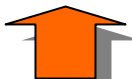
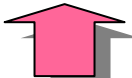
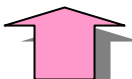
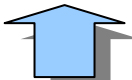
 Serious Injury	165	
	160	
	155	
	150	
 Pain	145	
	140	sonic boom
	135	
	130	
	125	jet take off at 200 ft.
	120	
 Discomfort	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	95	freight train at 50 ft.
	90	food blender
 Physical Injury	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
	35	library interior (quiet study area)
	30	
 Threshold of Hearing	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

EXHIBIT 3-9 NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES

Source: Blodgett/Baylosis Associates

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

B. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? Less than Significant Impact.

As part of future construction of the mixed-use development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 CNEL or less. The additional vehicle trips that will be generated by the 113 units on a daily basis will be distributed throughout the City. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project will not result in any significant adverse impacts.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact.

The proposed project will consist of residential, retail and service commercial uses and the activities typically associated with such uses will not generate significant increases in the ambient noise levels. Traffic noise generated by the proposed project will not result in a measurable or discernable increase in the ambient noise levels. The additional traffic on area roadways will result in noise level increases of less than 3.0 dBA, as indicated previously. As a result, the potential impact associated with the proposed project's adoption and subsequent implementation is less than significant.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact with Mitigation.

Noise due to project construction would be intermittent and the intensity of the construction noise would vary. The degree of construction noise will also vary for different areas of the project area and depending on the construction activities. Exhibit 3-7 also characterized noise levels associated by various types of construction equipment. The noise levels depicted in Exhibit 3-7 indicate the average noise levels from a single piece of construction equipment at a distance of 50 feet.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.⁶⁷ In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worse-case scenario, the 89 dBA value was used as an average noise level for the construction activities. These impacts will be short-term and cease once construction has been completed. All construction activities must conform to the City's noise control regulations. The construction noise levels will also decline as one moves away from the noise source.

⁶⁷ USEPA, Protective Noise Levels. 1971.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1140/1148 SAN FERNANDO ROAD MIXED USE DEVELOPMENT

			Noise Levels – in dBA				
			70	80	90	100	110
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)					
		Front Loaders					
		Backhoes					
		Tractors					
		Scrapers, Graders					
		Pavers					
		Trucks					
	Materials Handling Equipment	Concrete Mixers					
		Concrete Pumps					
		Cranes (Movable)					
		Cranes (Derrick)					
	Stationary Equipment	Pumps					
		Generators					
		Compressors					
Impact Equipment	Pneumatic Wrenches						
	Jack Hammers						
	Pile Drivers						
Other Equipment	Vibrators						
	Saws						

EXHIBIT 3-10 TYPICAL CONSTRUCTION NOISE LEVELS 50-FEET FROM THE NOISE SOURCE

Source: Blodgett/Baylosis Associates

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Mitigation measures have been included in Section 3.12.4 as a means to reduce potentially significant short-term construction noise impacts.

- The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

The impacts will be less than significant with adherence to the required mitigation.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

The project site is not located within two miles of an operational *public* airport. Whiteman Airport is located 2.71 miles to the southeast of the project site. This airport is a small general aviation airport that handles private aircraft. The nearest major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). As a result, no significant adverse impacts related to the exposure of persons to aircraft noise from a public use airport are anticipated.

F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

The City is not located within two miles of an operational *private* airstrip. As indicated in the previous section, Whiteman Airport is located 2.71 miles to the southeast of the project site and is a general aviation facility owned by Los Angeles County. As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

3.12.3 CUMULATIVE IMPACTS

The analysis indicated the proposed project would not result in any significant adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will occur.

3.12.4 MITIGATION MEASURES

Potential short term noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:

Mitigation Measure No. 19 (Noise Impacts). The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Mitigation Measure No. 20 (Noise Impacts). Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

Mitigation Measure No. 21 (Noise Impacts). Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure No. 22 (Noise Impacts). The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Mitigation Measure No. 23 (Noise Impacts). The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

3.13 POPULATION & HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Less Than Significant Impact.*

The proposed project involves a mixed use development will contain 101 rental units on three floors. All of these units will be one bedroom units. The one bedroom unit floor plan will have a floor area of 550 square feet.⁶⁸ Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The variables that typically contribute to growth-inducing impacts, and the project's contribution to potential growth-inducing impacts, are identified in Table 3-9.

**Table 3-9
Potential Growth-Inducing Impacts**

Project's Potential Contribution	Basis for Determination
<i>Factor Contributing to Growth Inducement. New development in an area presently underutilized and economic factors that may influence development.</i>	
The proposed project will promote development of underutilized and blighted property.	The proposed project's implementation will provide additional affordable housing in the City.
<i>Factor Contributing to Growth Inducement. Extension of roadways and other transportation facilities.</i>	
The proposed project will not involve the extension of any existing roadways.	No new roadways will be constructed other than the onsite driveways required for the Phase 1 project's access to Harding Ave.
<i>Factor Contributing to Growth Inducement. Extension of infrastructure and other improvements and major off-site public projects (treatment plants, etc).</i>	
No off-site water, sewer, and other critical infrastructure improvements are anticipated as part of the proposed project's implementation.	The only infrastructure improvements will be designed to serve the proposed project. Mitigation has been required to ensure adequate sewer and water service is provided.
<i>Factor Contributing to Growth Inducement. Removal of housing requiring replacement housing elsewhere.</i>	
The project involves the construction of 101 affordable units.	No housing units will be displaced.
<i>Factor Contributing to Growth Inducement. Additional population growth leading to increased demand for goods and services.</i>	
The proposed project provides for limited population growth.	Any additional short term employment is considered to be a beneficial impact.
<i>Factor Contributing to Growth Inducement. Short-term growth inducing impacts related to the project's construction.</i>	
Potential development will result in the creation of new construction employment.	Short-term increases in construction employment

Source: Blodgett/Baylosis Associates. 2014.

⁶⁸ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

The utility connections and other infrastructure will continue to serve the project site only though some upgrades will be required. As a result, no significant adverse impacts are anticipated.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.

The proposed project involves the modification of the former J.C. Penney store building for a mixed use development of 101 affordable units and retail spaces on the ground level.⁶⁹ No housing units will be demolished to accommodate the proposed new residential units. As a result, no significant adverse impacts related to housing displacement will result from the proposed project's implementation.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.

As indicated previously, the proposed project will provide a total of 101 units within a building that is currently vacant. Since no existing housing units will be demolished, no displacement of persons will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no significant adverse cumulative impacts related to population and housing will occur. The proposed project's impacts on water and sewer services are analyzed in Section 3.17.

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. Future residential development will conform to the requirements of the City of San Fernando Zoning Ordinance and the San Fernando General Plan. As a result, no mitigation measures are required.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact in order to maintain

⁶⁹ Blodgett Baylosis Associates. *Site survey was completed on April 25, 2014.*

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

acceptable service ratios, response times or other performance objectives relative to fire protection services;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to school services; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to other government services.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to Fire Protection? Less than Significant Impact with Mitigation.*

The City of San Fernando is served by the City of Los Angeles Fire Department that operates from 3 nearby fire stations. The stations are located in the neighboring communities of the City of Los Angeles. The existing stations that serve the City are identified in Table 3-10.

Table 3-10
First Response Fire Stations Serving the City of San Fernando

Station Number/Address	Distance from the City
Station # 75. 15345 San Fernando Mission Blvd., Mission Hills	0.5 miles sw
Station #91. 14430 Polk St., Sylmar	1.54 miles nw
Station #98. 13035 Van Nuys Blvd., Pacoima	1.65 miles se

Source: City of Los Angeles Fire Department

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and et cetera. The proposed modification of the former J.C. Penney store building containing 101 residential units and retail spaces on the ground level will potentially result in an incremental increase in the demand for emergency services. The following mitigation will be required:

- The proposed project will be subject to review and approval by the City of Los Angeles Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the site.

The implementation of the aforementioned mitigation will reduce the level of impact to less than significant.

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to Police Protection? Less than Significant Impact with Mitigation.

Law enforcement services in the City are provided by the San Fernando Police Department that was established following incorporation. The Police Department operates from a facility located at 910 First Street in the Civic Center complex. As part of the Police Department's annual review, demand shall be evaluated and resources allocated as necessary. The proposed mixed use development will potentially result in an incremental increase in the demand for law enforcement services. For this reason, the following mitigation has been included in Section 3.14.4.

- The proposed project will be subject to review and approval by the San Fernando Police Department to ensure that public safety measures are incorporated into the project. In addition, the Police Department will be required to review and approve any security plan.

The implementation of the mitigation will reduce the level of impact to less than significant.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to Schools? No Impact.

Public educational services in or within close proximity of the City are provided by the Los Angeles Unified School District that operates a total of nine schools that serve City residents. Facilities that serve local residents include one high school, two middle schools six elementary schools and a continuation school. One middle school is located within the City's corporate limits. These existing schools have a

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

combined enrollment of 12,061 students. With the current assumption based on the contract stipulation that one bedroom apartments may only have two occupants, there is no expectation to have more than 202 residents upon full occupancy. As a result, no significant adverse impacts on schools are anticipated.

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to Parks? Less Than Significant impact.

The potential resident population of about 202 persons will lead to an incremental increase in the demand on existing recreation services. Using the existing open space population ratio of 0.9 acres of parkland for every 1,000 residents, approximately 0.3 acres of additional park or open space should be provided to accommodate the anticipated demand. However, the residents of the proposed 101 units will have approximately 6,400 square feet of courtyard on each floor, 11,000 square feet of roof garden and a variety of seating areas for approximately 18,000 square feet of open space in which to play, exercise, rest and visit. As a result the demand on outside recreation services will be reduced and the impacts will be less than significant.

E. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to Other Public Facilities? Less Than Significant impact.

The addition of 101 new housing units will translate into an incremental increase in the demand for other governmental services. However, the proposed project is consistent with the growth projections developed for the City by the Southern California Association Governments (SCAG). In addition, any impact may be partially offset by the increase in the taxes and an increase in the assessed valuation of the property. As a result, the potential impacts associated with the proposed project's adoption and subsequent implementation, are considered to be less than significant.

3.14.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that potentially significant adverse impacts on fire and law enforcement services may result from the proposed project's approval and subsequent implementation. As a result, the following mitigation, with respect to public services, is required.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

Mitigation Measure No. 24 (Public Services Impacts). The proposed project will be subject to review and approval by the City of Los Angeles Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the site.

Mitigation Measure No. 25 (Public Services Impacts). The proposed project will be subject to review and approval by the San Fernando Police Department to ensure that public safety measures are incorporated into the project. In addition, the Police Department will be required to review and approve any security plan.

3.15 RECREATION IMPACTS

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Less than Significant Impact.

The City of San Fernando Parks and Recreation Department operates 5 public parks. These include La Palmas Park (505 South Huntington Street), Layne Park (120 North Huntington Street), Recreation Park (208 Park Avenue), Pioneer Park (828 Harding Avenue), and Heritage Park (2025 Forth Street). The department is also responsible for the maintenance and operation of the Casa de Lopez Adobe located at 1100 Pico Street. These existing parks have a total useable land area of approximately 34.13 acres. The current recreational open space ratio in the City is 0.9-acres per 1,000 residents. The proposed project involves the modification of an old J.C. Penney store building for retail spaces on the ground level and three floors above the ground level that will contain a total of 101 affordable residential units. The potential resident population for the 101 units will be 202 persons assuming that there would be two occupants in all units based on the contract stipulation. The residents of the proposed 101 units will have approximately 6,400 square feet of courtyard on each floor, 11,000 square feet of roof garden and a variety of seating areas for approximately 18,000 square feet of open space in which to play, exercise, rest and visit. As a result the demand on outside recreation services will be reduced and the impacts will be less than significant.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? No Impact.

The proposed project's 101 units will potentially result in a resident population of 202 persons. Due to onsite plan to provide approximately 18,000 square feet of open space for seating areas, play, exercise, rest and visit, and 6,400 square feet of courtyard on second and third floors, there will be a reduced demand for additional outside recreation facilities. There will also be 11,000 square feet of roof garden providing onsite mini park for the residents. The proposed project is consistent with the growth projections developed for the City by SCAG. The potential demand would not be significant enough to adversely affect existing facilities and services in the City. As a result, the proposed project's implementation will not result in any significant adverse impacts related to the need for new or expanded facilities.

3.15.3 CUMULATIVE IMPACTS

The analysis determined the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

3.15.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION & CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks;

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed development of existing 1140 and 1148 San Fernando Road property as a mixed use building with a mix of residential use (101 one-bedroom apartment units) above 18,640 square feet of street-level commercial space (available to a variety of retail and service commercial type stores). The development site is bounded by San Fernando Road on the east, Cellis Street on the west, San Fernando Mission Boulevard on the north, and Maclay Avenue on the south in the City of San Fernando, California. The following are the key objectives of the study:

- To analyze existing 2014 traffic conditions in the vicinity of the site;
- To determine Project Opening Year (2016) traffic conditions and level of service (LOS) with and without the project; and,
- To identify mitigation measures and percent of project's fair-share contribution at impacted intersections, if any.

The project is required to comply with local and regional guidelines pertaining to the potential traffic and circulation system impacts. Since the proposed development site is located within the City of San Fernando, this analysis has been prepared per traffic study guidelines as set forth by the City of San Fernando public works department. The analysis of traffic impacts provides data regarding existing operational characteristics of traffic in the project area, as well as an analysis of the proposed project's impacts to these existing and anticipated traffic conditions. The report identifies and quantifies the impacts at key intersections and addresses the most appropriate and reasonable mitigation strategies at any impacted intersections that are identified to be operating at a deficient level of service. The following 5 key intersections are identified for intersection level of service (LOS) analysis with and without the project:

- San Fernando Mission Boulevard and San Fernando Road;
- San Fernando Mission Boulevard and Celis Street;
- San Fernando Road and Maclay Avenue;
- Celis Street and Maclay Avenue; and,

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

- Celis Street and Project Driveway.⁷⁰

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces. A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209: *Highway Capacity Manual* which establishes the definitions for levels of service A through F.⁷¹ Brief descriptions of levels of service, as extracted from the manual, are listed in Table 3-11.

Table 3-11
Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

The thresholds of level of service for unsignalized and signalized intersections are shown in Table 3-12.

⁷⁰ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

⁷¹ Ibid.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

**Table 3-12
Level of Service Criteria**

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle	Signalized Intersection Average Delay per Vehicle
A	0 - 10	< 0 or = 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80 or a V/C ratio equal or greater than 1.0

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels. For the study area intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies. While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.⁷²

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)? Less than Significant Impact.*

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. Major east-west regional access to the site is provided by Maclay Avenue and San Fernando Mission Boulevard. Major north-south regional access to the site is provided by San Fernando Road. The following paragraphs provide a brief description of the

⁷² Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

characteristics of the existing roadways that comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

- *Maclay Avenue.* Maclay Avenue is an east-west collector street with one lane of travel in each direction. The street is posted with 25 miles per hour speed limit sign. The intersection of Maclay Avenue and San Fernando Road is signalized. The intersection of Maclay Avenue and Celis Street is signalized. The average daily traffic (ADT) volume on Maclay Avenue near Celis Street is approximately 5,730 vehicles per day.
- *San Fernando Mission Boulevard.* San Fernando Mission Boulevard is an east-west arterial street with two lanes of travel in each direction. Directional travel is separated by painted yellow center line. The street is posted with 35 miles per hour speed limit sign. The intersection of San Fernando Mission Boulevard and San Fernando Road is signalized. The average daily traffic (ADT) volume on San Fernando Mission Boulevard near San Fernando Road is approximately 10,040 vehicles per day.
- *San Fernando Road.* San Fernando Road is a major north-south arterial street providing two lanes of travel in each direction in the project vicinity. Directional travel is separated by painted yellow center line. The street is posted with a speed limit of 35 miles per hour. The intersection of San Fernando Road at Maclay Avenue is signalized. The average daily traffic (ADT) volume on San Fernando Road near Maclay Avenue is approximately 4,870 vehicles per day.
- *Celis Street.* Celis Street is a north-south local street with one lane of travel in each direction. Directional travel is separated by painted yellow center line. The street is posted with 25 miles per hour speed limit sign. The intersection of Celis Street and San Fernando Mission Boulevard is signalized. The average daily traffic (ADT) volume on Celis Street near San Fernando Mission Boulevard is approximately 2,220 vehicles per day.

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of May, 2014. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following five key intersections would be analyzed in the study:

- San Fernando Mission Boulevard and San Fernando Road;
- San Fernando Mission Boulevard and Celis Street;
- San Fernando Road and Maclay Avenue;
- Celis Street and Maclay Avenue; and,

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

- Celis Street and Project Driveway.⁷³

Existing intersection lane configurations are shown on Exhibit 3-11. Existing average daily traffic volumes (ADT) on the streets are shown on Exhibit 3-12. Existing turning movement counts for AM and PM peak hour conditions are shown on Exhibit 3-13. Detailed turning movement counts are included in the Technical Appendix of the traffic study.

Year 2014 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. Table 3-13 presents the existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2014 existing conditions.⁷⁴

**Table 3-13
Existing 2014 Conditions Level of Service Summary**

Intersection	Peak Hour	Existing 2014 Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.400 0.444
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.278 0.353
3. San Fernando Rd at MacLay Ave (Signalized)	AM PM	A A	0.336 0.360
4. MacLay Ave at Celis St Street (Signalized)	AM PM	A A	0.321 0.325
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.169 0.243

A two percent per year traffic growth rate was applied to existing traffic volumes to obtain 2016 base traffic volumes without the project (i.e., a volume expansion factor of 1.04 was applied to 2014 volumes). This traffic growth rate is assumed to account for the typical growth in ambient traffic volumes within the study area and any new projects that will be implemented prior to this project.

⁷³ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

⁷⁴ Ibid.

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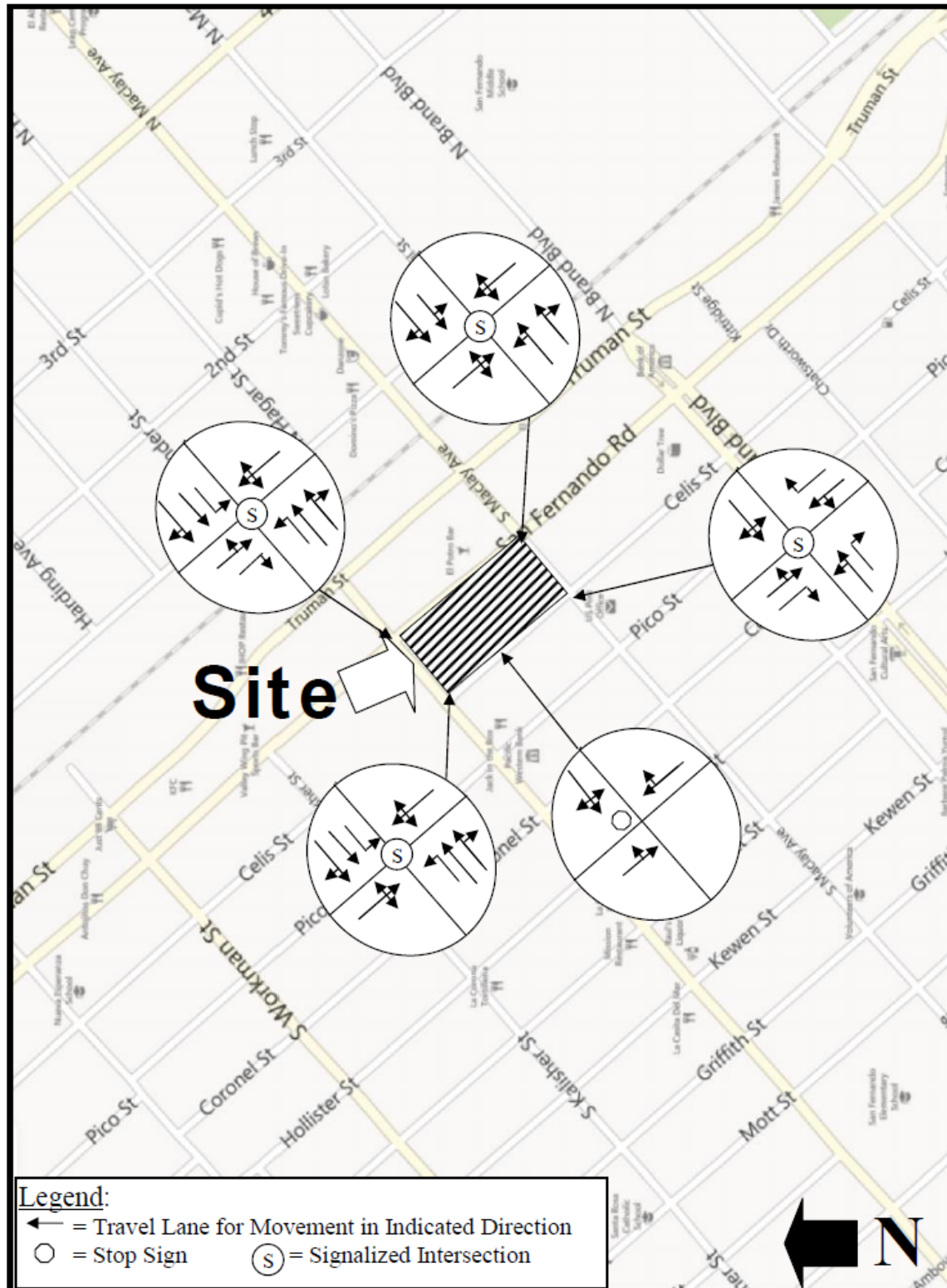
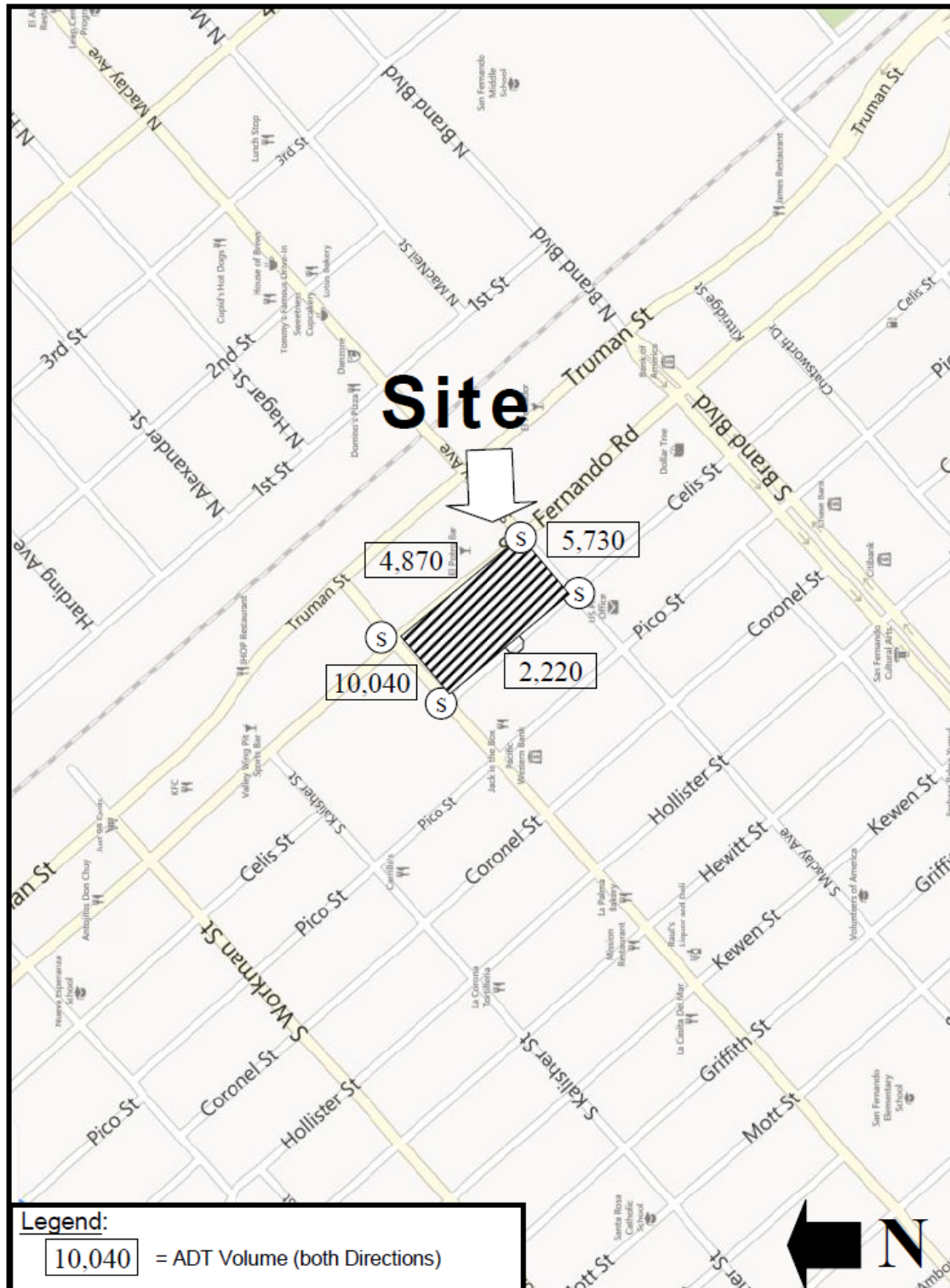


EXHIBIT 3-11
EXISTING INTERSECTION LANE CONFIGURATIONS

Source: Crown City Engineers, Inc. 2014

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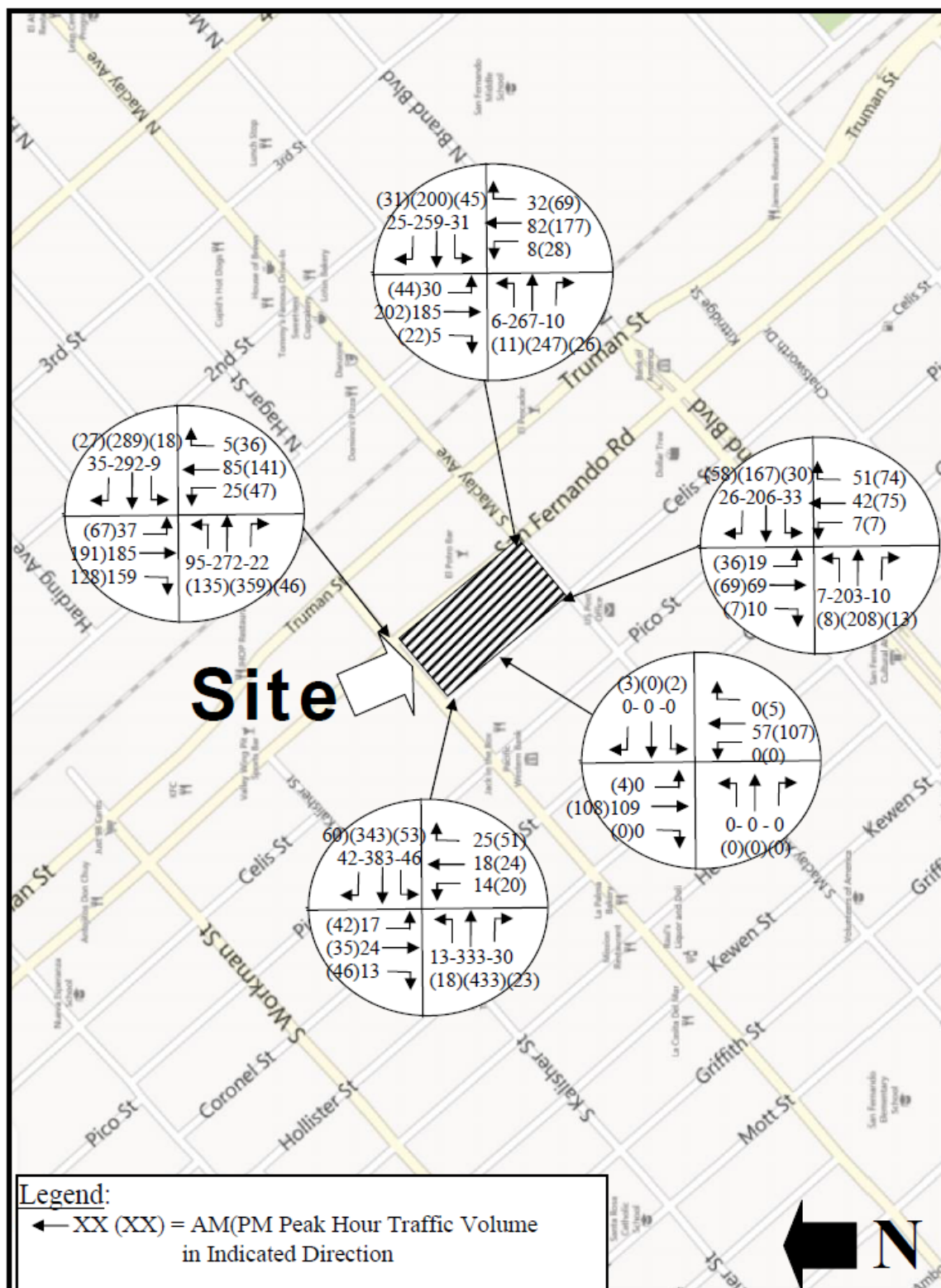


EXHIBIT 3-13
EXISTING PEAK HOUR (AM AND PM) TRAFFIC VOLUMES
 Source: Crown City Engineers, Inc. 2014

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Exhibit 3-14 shows these base pre-project volumes. Note that these volumes also reflect expansion due to peak hour factor and heavy vehicle factor applied to existing counted volumes. Year 2016 base (pre-project) conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. Table 3-14 presents the 2016 base (pre-project) condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2016 base (pre-project) conditions.

**Table 3-14
Future 2016 Pre-Project Conditions Level of Service Summary**

Intersection	Peak Hour	Future 2016 Pre-Project Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.412 0.458
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.285 0.363
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.345 0.371
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.337 0.367
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.171 0.249

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” handbook, 9th edition, published by the Institute of Transportation Engineers (ITE). The proposed project consists of a residential use for 101 one-bedroom apartment units (ITE land use code 220) and 18,640 square feet of commercial specialty retail uses for restaurants, cafes and retail stores (ITE land use code 814). Table 3-15 shows a summary of trip generation estimates for the project.

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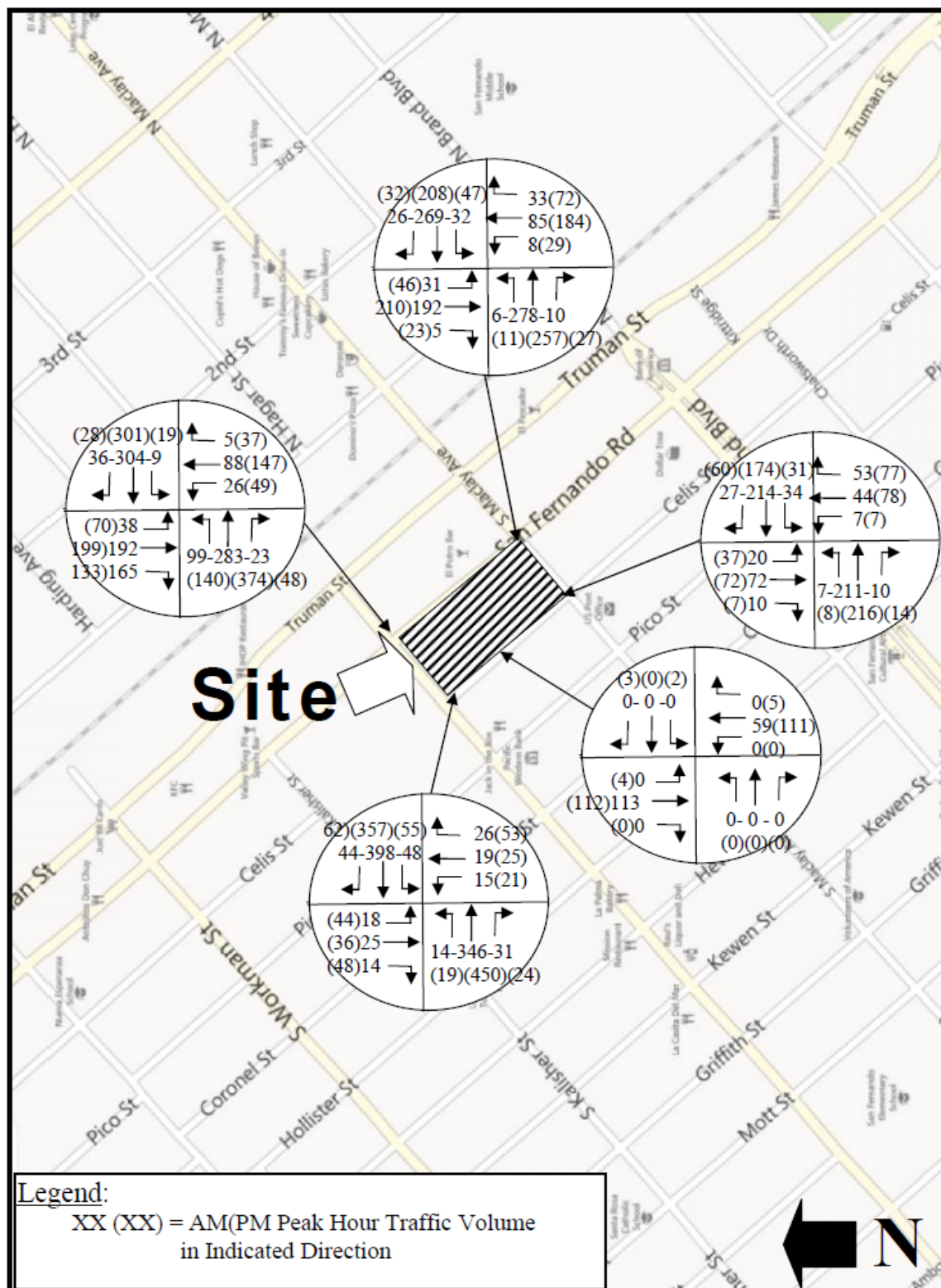


EXHIBIT 3-14
PRE-PROJECT (YEAR 2016) TRAFFIC VOLUMES

Source: Crown City Engineers, Inc. 2014

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As Table 3-15 indicates, the project is anticipated to generate approximately 1,416 net new daily trips on typical week days, with 166 trips occurring during the AM peak hour (65 entering and 101 exiting) and 108 trips occurring during the PM peak hour (61 entering and 47 exiting).⁷⁵

**Table 3-15
Trip Generation By Project**

Land Use (ITE Code)	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
Weekday															
Apts (220)	101	6.65	0.51	20	80	0.62	65	35	672	10	42	52	41	22	63
	DU														
Splt Retail (814)	18,640 GSF	44.34	6.84	48	52	2.71	44	56	826	61	66	127	22	28	50
Less Pass-by Trips for Specialty Retail 10%									-82	-6	-7	-13	-2	-3	-5
Net Trips									1,416	65	101	166	61	47	108
Note:	All rates are average rates. 10% pass-by trips per Los Angeles City Traffic Study guidelines														

Note: All rates are average rates. 10% pass-by trips per Los Angeles City Traffic Study guidelines

[Ref: Institute of Transportation Engineers (ITE)'s "Trip Generation", 9th Edition, 2009]

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Exhibit 3-15 depicts the regional trip distribution percentages to and from the site. Exhibit 3-16 shows project related traffic volumes at key circulation locations during the AM and PM peak hours.

The 2016 cumulative (with project) traffic volumes were estimated by adding project related traffic volumes to the 2014 base (pre-project) traffic volumes with 2% per year ambient growth. Exhibit 3-17 shows Year 2016 cumulative (i.e., base pre-project plus project traffic) volumes for AM and PM peak hours. Year 2016 cumulative (i.e., existing plus ambient traffic plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. Table 3-16 presents the 2016 cumulative conditions (with project) intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2016 cumulative conditions (with project).⁷⁶

⁷⁵ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

⁷⁶ Ibid.

CITY OF SAN FERNANDO
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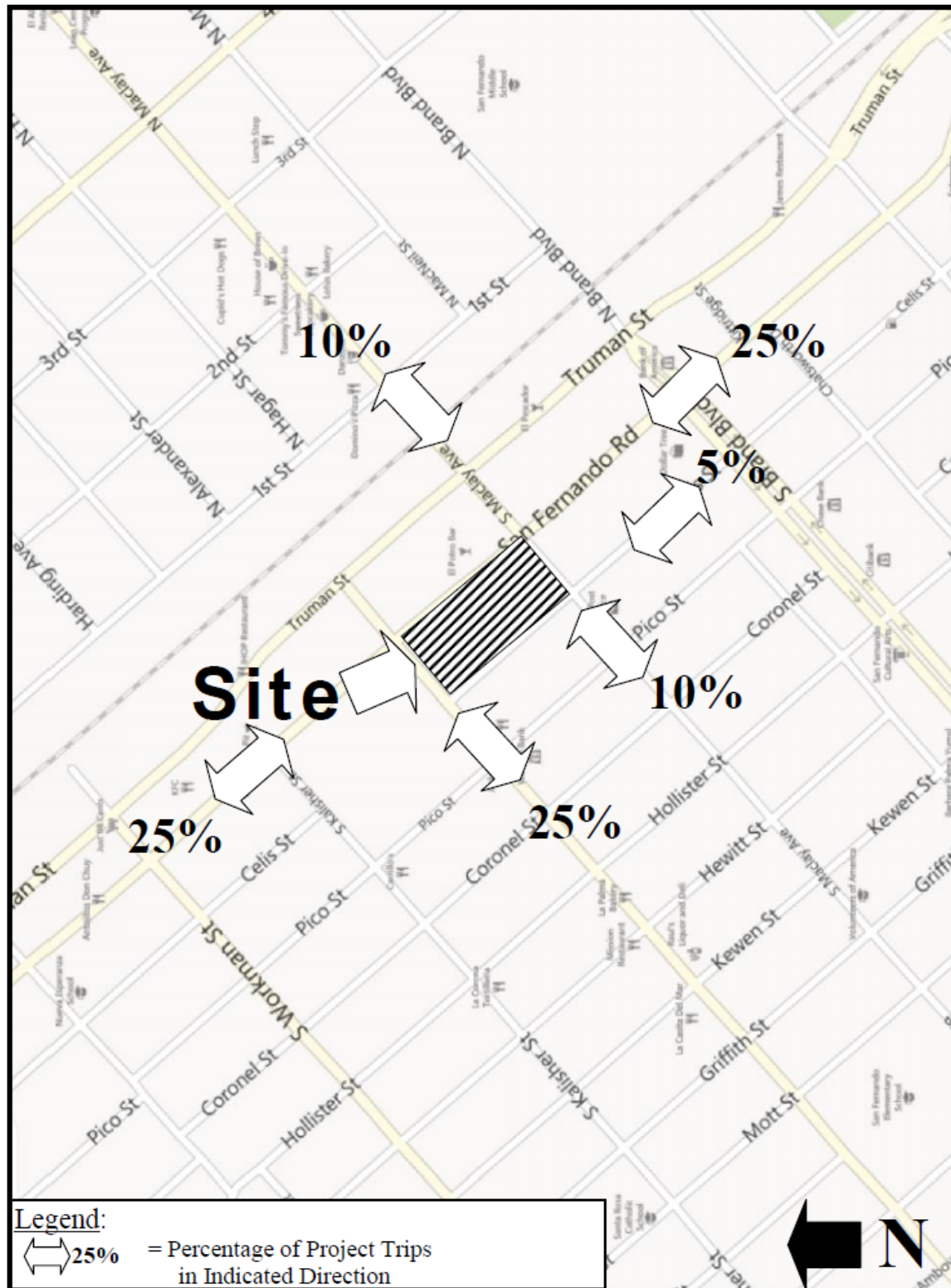


EXHIBIT 3-15
PROJECT (YEAR 2016) TRAFFIC DISTRIBUTION

Source: Crown City Engineers, Inc. 2014

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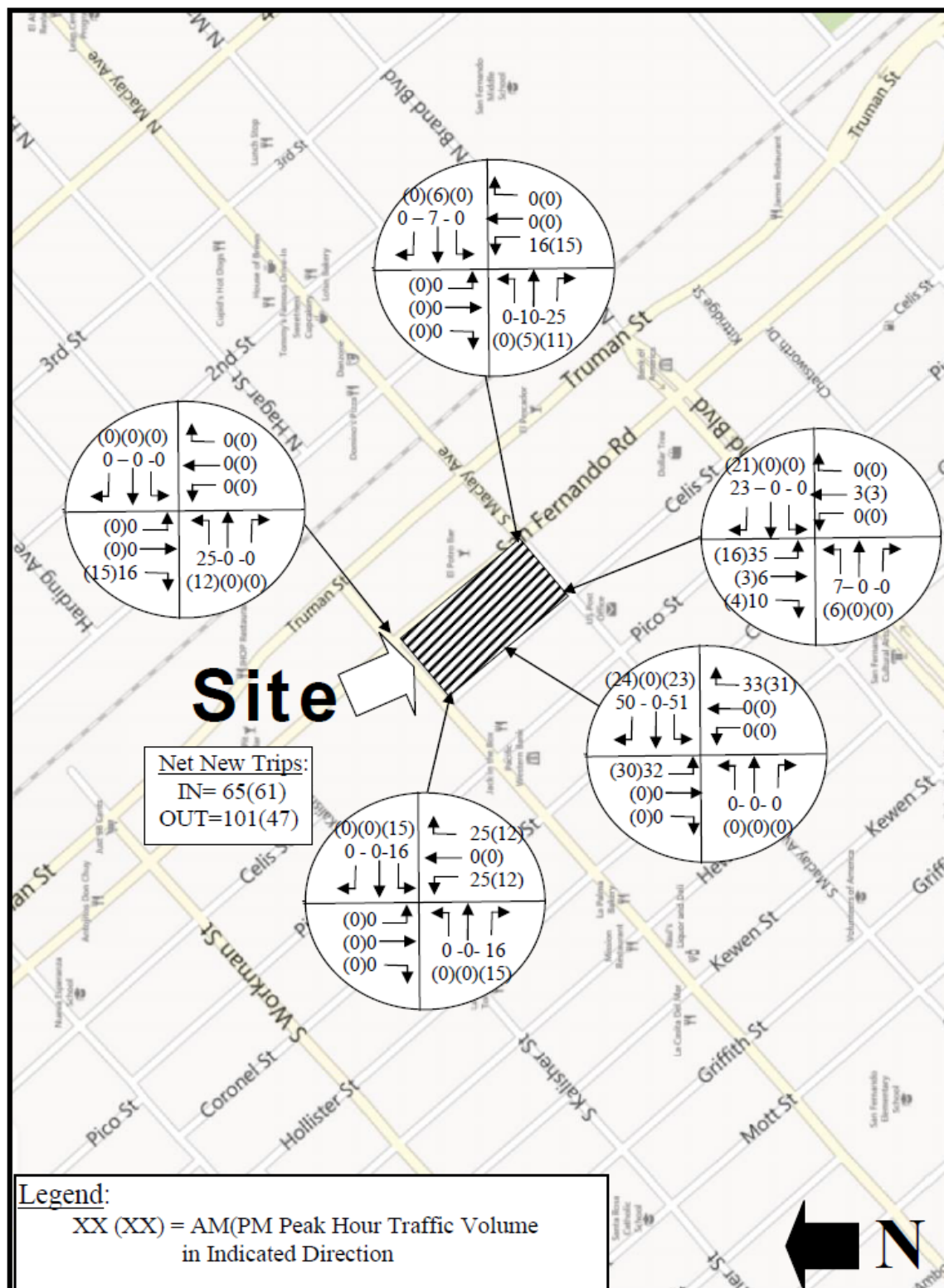
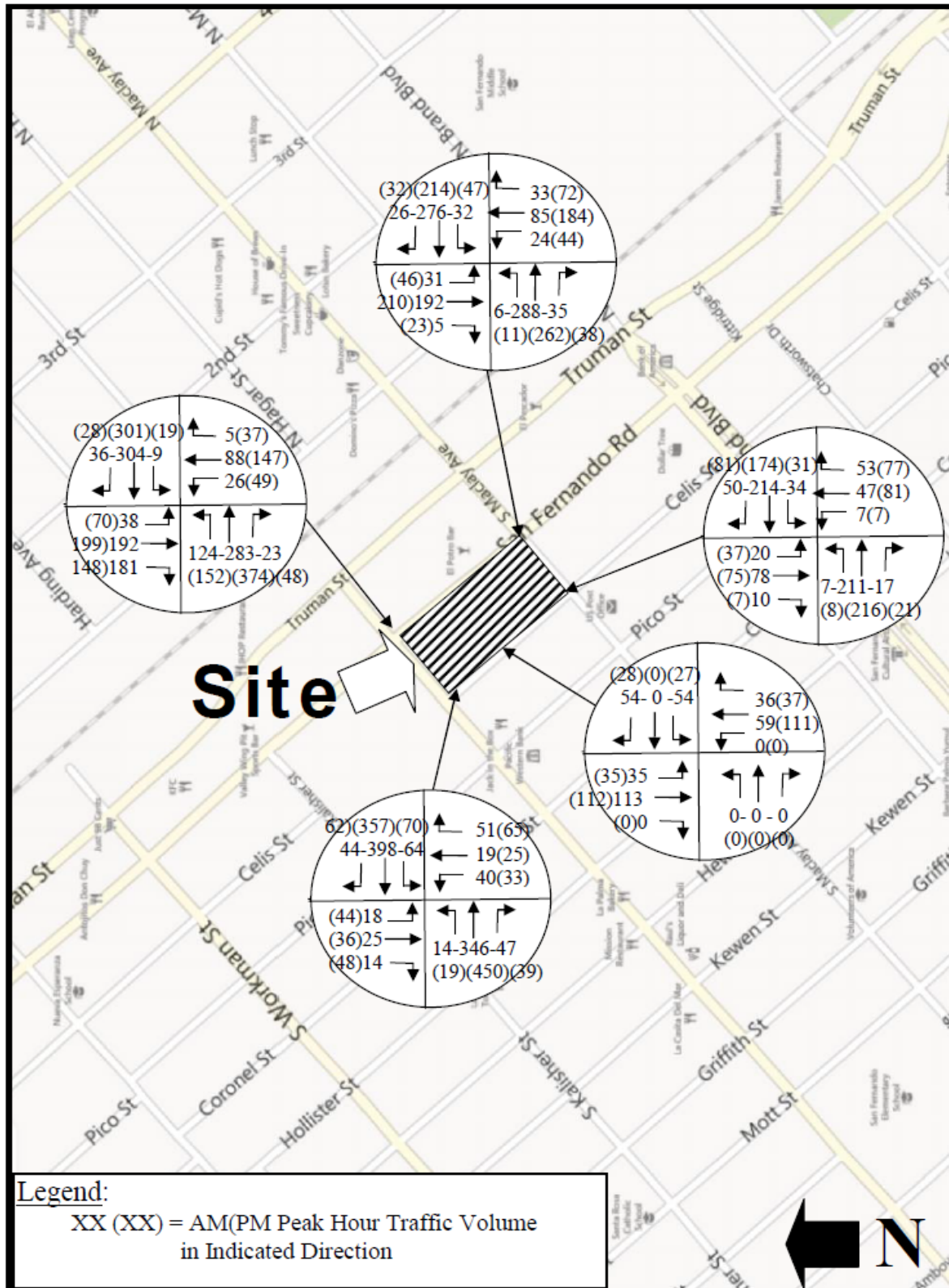


EXHIBIT 3-16
FUTURE YEAR PROJECT (YEAR 2016) TRAFFIC VOLUMES
Source: Crown City Engineers, Inc. 2014

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MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT



CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

Table 3-16
Future 2016 Post-Project Conditions Level of Service Summary

Intersection	Peak Hour	Future 2016 Post-Project Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.428 0.466
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.331 0.377
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.348 0.385
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.354 0.382
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.260 0.257

A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable, and a project's impact is considered significant if project traffic volume increases the V/C ratio by 0.01 or more at these levels. The LOS, V/C ratio (or ICU) for the study intersections under 2016 cumulative conditions (with project as well as without project) are summarized in Table 3-17.⁷⁷

Table 3-17
Future 2016 Level of Service Summary With and Without Project

Intersection	Peak Hour	2016 Base Conditions W/O Project		2016 Cumulative Conditions W/ Project	
		LOS	V/C	LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.412 0.458	A A	0.428 0.466
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.285 0.363	A A	0.331 0.377
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.345 0.371	A A	0.348 0.385
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.337 0.367	A A	0.354 0.382
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.171 0.249	A A	0.260 0.257

⁷⁷ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

As the results indicate, all of the study intersections are expected to operate at acceptable LOS A during the AM and PM peak hours under 2016 cumulative conditions (with project). Therefore, the project is not expected to significantly impact traffic conditions at the key intersections in the vicinity. Since the project will not significantly impact traffic conditions, no off-site traffic mitigation measures will be necessary for development of the project.⁷⁸

It is estimated that the project will generate a total of approximately 1,416 net new two-way trips per day, with 166 trips (65 trips inbound and 101 trips outbound) during the AM peak hours and 108 trips (61 trips inbound and 47 trips outbound) during the PM peak hours. The results of the traffic impact analysis indicate that the proposed mixed-use project will not significantly impact the key intersections or the surrounding roadway system by the project opening year 2016. All the study intersections are expected to operate at Levels of service (LOS) A during the AM and PM peak hours for the future 2016 conditions with the project. Therefore, no off-site traffic mitigation would be necessary for the development of the project.

B. Would the project result in a conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways? Less than Significant Impact.

The proposed project, at full occupancy is projected to generate 1,416 trips during an average week day. Of this total, 108 trips will occur during the morning peak hour (AM peak hour) and 108 trips will occur during the evening (PM peak hour). The proposed multiple-family residential development will not result in any significant adverse impacts at a regional CMP facility due to the distance of the project site from any such facility.⁷⁹

The project's parking requirements is calculated using the City's parking code for residential commercial uses. The 101-unit apartment use will require 101 spaces @ 1 space/dwelling unit plus 21 guest spaces @ 0.2 spaces per dwelling units. The 18,640 square feet commercial uses will require 63 spaces @ 1 space per 300 square feet. Therefore the project's total parking requirement will be 185 spaces without any consideration of internal capture. The project will provide a total of 106 spaces in the subterranean parking garage. The shortage in parking requirement will be 79 spaces.

There are a total of 12 on-street spaces available (10 on San Fernando Road and 2 on Celis Street) for the project. Besides, Public Parking Lot 3 located on the west side of Celis Street is also available for project's retail customers. A total of 233 parking spaces have been grandfathered to the project due to demolition of retail uses. Therefore, the project will adequately satisfy City's parking requirement for the project.⁸⁰

⁷⁸ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

⁷⁹ The threshold is 150 vehicles per peak hour at the CMP location..

⁸⁰ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

An analysis of project's parking demand indicates that a total of 185 spaces will be required for 101-unit apartment, guest parking and commercial retail use. The project will provide a total of 106 spaces in the form of subterranean parking garage and first floor level parking areas. There are 12 spaces available on-street on San Fernando Road and Celis Street for project's use. This provides a total of 118 parking spaces on-site and on-street, immediately adjacent to the project site. Public parking lot 3 with 144 public parking spaces is located across the Celis Street from the project site that will be available to future customers visiting the ground floor commercial businesses. With a total of 233 parking spaces grandfathered to the project due to demolition of retail uses, the project will adequately satisfy City's parking requirement for the project.⁷³ As a result, the impacts are less than significant.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? No Impact.

The proposed 101 unit residential and retail development will not result in air traffic patterns. As a result, no significant adverse impacts will result.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? No Impact.

The proposed project will not involve any significant alterations to the existing roadway configurations.⁸¹ As a result, no impacts on the design or operation of the existing right-of-way facilities will occur.

E. Would the project result in inadequate emergency access? No Impact.

At no time will Celis Street or San Fernando Street be closed to traffic during the construction phases. Subsequent to obtaining development entitlements from the Planning and Preservation Commission and City Council, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department. The construction plan will be required to identify the location of all on-site utility facilities as well as trash containers, construction vehicle parking areas and the staging area for debris removal and the delivery of building materials.

Construction hours will also be required to comply with the current San Fernando City Code Standards. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the adjacent park and the surrounding residential neighborhood. All of the construction activities and staging areas will be located on-site. As a result, the proposed project's implementation will not result in any significant adverse impacts.

⁸¹ Crown City Engineers, Inc. *Traffic Impact Study 1140 San Fernando Road Mixed-Use Development San Fernando, California*. May 30, 2014.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? No Mitigation.

There are bus stops located in the vicinity of the project site on San Fernando Mission Blvd and San Fernando Road. These existing bus stops will not be removed as part of the proposed development. Future development contemplated as part of the proposed project's implementation will not impact existing crosswalks located in San Fernando Road. As a result, the proposed project's implementation will not result in any impacts.

3.16.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will result in an incremental increase in City wide traffic. However, the residential units address an existing need contemplated in the SCAG's RTP. As a result, no accumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no traffic mitigation was required.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An over capacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to provider's existing commitments;

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

- The project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? No Impact.

The County Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of San Fernando. Local sewer lines are maintained by the City of San Fernando, while the District owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. Districts Nos. 2, 3, 18 and 19 serve the City. Three Districts' wastewater treatment plants treat wastewater flow originating from San Fernando. The Los Coyotes Water Reclamation Plan (WRP) located within the City, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.

The future residential development contemplated under the proposed project (101 units) and the commercial units are anticipated to generate approximately 13,626 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit plus 0.08 gallons per day per square feet of commercial usage. No new off-site *treatment facilities* will be required to meet the projected demand. Mitigation has been identified in Section 3.17.4 that calls for the upgrading of local infrastructure that is required to serve the project. As a result, no impacts on regional treatment facilities are anticipated.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? Less than Significant Impact with Mitigation.

The City of San Fernando provides water service to a geographic area of 2.42 square miles and a population of approximately 24,600. The City's water distribution system provides approximately one billion gallons of water on an annual basis within its service area. Water may be derived from three sources that include local groundwater drawn from the Sylmar Groundwater Basis, imported water from the Metropolitan Water District (MWD), and emergency water from the City of Los Angeles.⁸² The waste treatment facilities are described in the previous section.

⁸² City of San Fernando. Annual Water Quality Report 2009. 2011

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

The nearest sewers lines to the project site include an 8-inch line in First Street and a 15-inch line in Harding Avenue. The future residential and commercial development contemplated under the proposed project (101 units) is anticipated to generate approximately 13,626 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit plus 0.08 gallons per day per square feet of commercial usage.

Currently the water delivery system surrounding the project site includes: 8-inch ductile iron pipe on San Fernando Mission Blvd., and there is an 8-inch cast iron pipe on Celis Street and San Fernando Road. The current sewer system includes: 8-inch sewer line on Celis Street (between San Fernando Mission Blvd. and Maclay Avenue, and then transition into a 15 inch sewer line on Celis Street between Maclay Avenue and Brand Blvd). There is a 15-inch sewer line on San Fernando Road. The following mitigation has been included in Section 3.17.4.

- The Applicant shall submit a Water and Sewer Study to ensure current systems meet proposed development's future demands. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director.

The implementation of the mitigation will reduce the level of impact to less than significant.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less than Significant Impact.

The City of San Fernando is served by the Los Angeles County Flood Control District (LACFCD), which operates and maintains regional and municipal storm drainage facilities. The City works with the (LACFCD) in making local drainage plans and improvements. As part of the site's development, certain improvements will be installed that will affect the amount of potential storm water runoff. The proposed project's contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less than Significant Impact.

Water in the project area is supplied by the City of San Fernando Water Department. The future mixed use development is anticipated to consume approximately 20,200 gallons of water on a daily basis plus 1,883 gallons per day for the 18,640 square feet of specialty retail commercial. This water consumption rate assumes a rate of 200 gallons per day, per residential unit plus 0.10 gallons per day per square feet of commercial usage. Currently the water delivery system surrounding the project site includes: 8-inch ductile iron pipe on San Fernando Mission Blvd., and there is an 8-inch cast iron pipe on Celis Street and San Fernando Road. The current sewer system includes: 8-inch sewer line on Celis Street (between San

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

Fernando Mission Blvd. and Maclay Avenue, and then transition into a 15 inch sewer line on Celis Street between Maclay Avenue and Brand Blvd). The City's water distribution system consists of approximately 5,000 service connections and a 66.5 mile system of water lines. According to the most recent water master plan prepared for the City, the reliability of the local water supply is anticipated to remain consistent or near the 3,405 acre feet/year (AFY) allocation. As a result, the potential impacts are considered to be less than significant.

E. Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less than Significant Impact.

The future mixed use development is anticipated to consume approximately 20,200 gallons of water on a daily basis plus 1,883 gallons per day for the 18,640 square feet of specialty retail commercial. This water consumption rate assumes a rate of 200 gallons per day, per residential unit plus 0.10 gallons per day per square feet of commercial usage. Currently the water delivery system surrounding the project site includes: 8-inch ductile iron pipe on San Fernando Mission Blvd., and there is an 8-inch cast iron pipe on Celis Street and San Fernando Road. The current sewer system includes: 8-inch sewer line on Celis Street (between San Fernando Mission Blvd. and Maclay Avenue, and then transition into a 15 inch sewer line on Celis Street between Maclay Avenue and Brand Blvd). The City's water distribution system Water in the project area is supplied by the City of San Fernando Water Department. The City's water distribution system consists of approximately 5,000 service connections and a 66.5 mile system of water According to the most recent water master plan prepared for the City, the reliability of the local water supply is anticipated to remain consistent or near the 3,405 acre feet/year (AFY) allocation. As a result, the potential impacts are considered to be less than significant.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less than Significant Impact.

Municipal solid waste collection services within San Fernando are provided by Republic Services, Inc. under contract. Republic Services, Inc. currently has an exclusive contract with the City of San Fernando to provide waste and recycling services for all residential, commercial, and industrial customers, including construction and demolition hauling services. The proposed 101 residential units plus the specialty retail commercial units under the proposed project's implementation are projected to generate 1,187 pounds of solid waste on a daily basis assuming 4 pounds of solid waste per day per unit and 42 pounds per day per 1,000 square feet of commercial usage. This represents less than 0.001% of the total daily authorized waste capacity of the Sunshine Canyon Landfill, which accepts 9,000 tons per day. As a result, the potential solid waste impacts from future development are considered to be less than significant.

G. Would the project comply with federal, state, and local statutes and regulations related to solid waste? No Impact.

Future residential development, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no adverse waste impact on regulations pertaining to solid waste generation will result from the proposed project's implementation.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? No Impact.

The Southern California Edison Company (SCE) and Sempra Energy provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project. Both utilities currently serve the planning area. Thus, no significant adverse impacts on power and natural gas services will result from the implementation of the proposed project.

I. Would the project result in a need for new systems, or substantial alterations in communications systems? No Impact.

The future development will require continued telephone service from various local and long-distance providers. The existing telephone lines on Celis Street will continue to be utilized to provide service to the proposed project. Thus, no impacts on communication systems are anticipated.

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impact on local utilities. The ability of the existing sewer and water lines to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.17.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that the potential impacts would be potentially significant impacts requiring mitigation. The following mitigation would be required as a means to mitigate potential adverse impacts that would result from the proposed project.

Mitigation Measure No 25 (Utility Impacts). The Applicant shall submit a Water and Sewer Study to ensure current systems meet proposed development's future demands. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



CITY OF SAN FERNANDO
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • 1150 SAN FERNANDO RD MIXED USE DEVELOPMENT

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SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measure. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The proposed project *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of San Fernando can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the Mitigation Measures adopted as part of the decision-maker's final determination.



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TRAFFIC IMPACT STUDY
1140 SAN FERNANDO ROAD MIXED-USE
DEVELOPMENT
SAN FERNANDO, CALIFORNIA



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May 30, 2014

CCE2014-11/YR

TRAFFIC IMPACT STUDY

1140 SAN FERNANDO ROAD MIXED-USE DEVELOPMENT

SAN FERNANDO, CALIFORNIA

TABLE OF CONTENTS

TITLE	PAGE
PREPARER'S CERTIFICATION	iv
EXECUTIVE SUMMARY	v
INTRODUCTION.....	1
REPORT METHODOLOGY.....	2
Level of Service Criteria	2
EXISTING CONDITIONS.....	5
Existing Circulation Network	5
Existing Traffic Volumes	7
Existing Traffic Conditions Analysis	11
OPENING YEAR 2016 BASE TRAFFIC CONDITIONS	12
2016 Base Conditions	12
PROPOSED PROJECT	15
Project Description	15
Project Trip Generation	15
Trip Distribution and Assignment	18
2016 CUMULATIVE TRAFFIC CONDITIONS WITH PROJECT	18
2016 Cumulative Traffic Conditions	18
2016 CUMULATIVE CONDITIONS DURING CONSTRUCTION.....	23
PROJECT TRAFFIC IMPACTS AND MITIGATION MEASURES	23
PARKING DEMAND ANALYSIS.....	24
CONCLUSION	24

TABLE OF CONTENTS (Contd.)

TABLES

NO.	TITLE	PAGE
1.	Level of Service Definitions.....	3
2.	Level of Service Criteria	4
3.	Existing 2014 Conditions Level of Service Summary	11
4.	Future 2016 Base Conditions Level of Service Summary	14
5.	Trip Generation by Project	17
6.	Future 2016 Post-Project Level of Service Summary.....	22
7.	Future 2016 Level of Service Summary with and without Project	23

FIGURES

NO.	TITLE	PAGE
1.	Vicinity Map.....	6
2.	Existing Intersection Lane Configuration	8
3.	Existing 2014 Average Daily Traffic (ADT) Volumes -	9
4.	Existing 2014 Peak Hour Traffic Volumes	10
5.	Future 2016 Base (Pre-Project) Peak HourTraffic Volumes.....	13
6.	Project Site Plan.....	16
7.	Distribution Percentages of Project Related Traffic	19
8.	Project Related Peak Hour Traffic Volumes	20
9.	Future 2016 Peak Hour Cumulative Traffic Volumes	21

TECHNICAL APPENDIX

PREPARER'S CERTIFICATION

TRAFFIC IMPACT STUDY
1140 SAN FERNANDO ROAD MIXED-USE
DEVELOPMENT
SAN FERNANDO, CALIFORNIA

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E, a Professional Traffic Engineer, registered in the State of California.

Patrick B. Lang, P.E,
Registration #: TR-875

05-30-2014
Date

Professional Engineer's Stamp

TRAFFIC IMPACT STUDY

1140 SAN FERNANDO ROAD MIXED-USE DEVELOPMENT

SAN FERNANDO, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed development of existing 1140 and 1148 San Fernando Road property as a mixed use building with a mix of residential use (101 one-bedroom apartment units) above 18,640 square feet of street-level commercial space (restaurants, cafes and a variety of retail stores). The development site is bounded by San Fernando Road on the east, Cellis Street on the west, San Fernando Mission Boulevard on the north, and Maclay Avenue on the south in the City of San Fernando, California.

The following are the key objectives of the study:

- Analyze existing 2014 traffic conditions in the vicinity of the site.
- Determine Project Opening Year (2016) traffic conditions and level of service (LOS) with and without the project.
- Identify mitigation measures and percent of project's fair-share contribution at impacted intersections, if any.

The study included the evaluation of five key intersections in the vicinity of the project site.

It is estimated that the project will generate a total of approximately 1,416 net new two-way trips per day, with 166 trips (65 trips inbound and 101 trips outbound) during the AM peak hours and 108 trips (61 trips inbound and 47 trips outbound) during the PM peak hours.

The results of the traffic impact analysis indicate that the proposed mixed-use project will not significantly impact the key intersections or the surrounding roadway system by the project opening year 2016. All the study intersections are expected to operate at Levels of service (LOS) A during the AM and PM peak hours for the future 2016 conditions with the project. Therefore, no off-site traffic mitigation would be necessary for the development of the project.

An analysis of project's parking demand indicates that a total of 185 spaces will be required for 101-unit apartment, guest parking and commercial retail use. The project will provide a total of 106 spaces in the subterranean parking garage. There are 12 spaces available on-street on San Fernando Road and Celis Street for project's use. This provides a total of 118 parking spaces. Public parking lot 3 located on the west side of Celis Street is available for project's retail customers. With a total of 233 parking spaces grandfathered to the project due to demolition of retail uses, the project will adequately satisfy City's parking requirement for the project.

TRAFFIC IMPACT STUDY

1140 SAN FERNANDO ROAD MIXED-USE DEVELOPMENT

SAN FERNANDO, CALIFORNIA

INTRODUCTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed development of existing 1140 and 1148 San Fernando Road property as a mixed use building with a mix of residential use (101 one-bedroom apartment units) above 18,640 square feet of street-level commercial space (restaurants, cafes and a variety of retail stores). The development site is bounded by San Fernando Road on the east, Cellis Street on the west, San Fernando Mission Boulevard on the north, and Maclay Avenue on the south in the City of San Fernando, California.

The following are the key objectives of the study:

- Analyze existing 2014 traffic conditions in the vicinity of the site.
- Determine Project Opening Year (2016) traffic conditions and level of service (LOS) with and without the project.
- Identify mitigation measures and percent of project's fair-share contribution at impacted intersections, if any.

The project is required to comply with local and regional guidelines pertaining to the potential traffic and circulation system impacts. Since the proposed development site is located within the City of San Fernando, this analysis has been prepared per traffic study guidelines as set forth by the City of San Fernando public works department.

The report provides data regarding existing operational characteristics of traffic in the project area, as well as an analysis of the proposed project's impacts to these existing and anticipated traffic conditions. The report identifies and quantifies the impacts at key intersections and addresses the most appropriate and reasonable mitigation strategies at any impacted intersections that are identified to be operating at a deficient level of service. The following 5 key intersections are identified for intersection level of service (LOS) analysis with and without the project:

- San Fernando Mission Boulevard and San Fernando Road
- San Fernando Mission Boulevard and Celis Street
- San Fernando Road and Maclay Avenue

- Celis Street and Maclay Avenue
- Celis Street and Project Driveway

This report investigates existing 2014 and anticipated future opening year (2016) traffic operating conditions.

REPORT METHODOLOGY

This report approaches the task of identifying and quantifying the anticipated impacts to the circulation system with a structured, “building block” methodology. The first step is to inventory and quantify existing conditions. Upon this foundation of fact, a travel forecast model is structured for the entire project area and calibrated to produce reliable output, verifiable with the existing data. With the project traffic calculated and distributed onto the study area, at the anticipated opening year of the project in 2014, the travel forecast model is utilized to assess the project traffic impacts at that time. The model utilizes a growth factor for traffic based upon regional guidelines, as well as the traffic anticipated to be introduced from the proposed project to produce the travel forecast and level-of-service data for the future target year.

The trip generation estimate is based on the 9th edition of Institute of Transportation Engineers (ITE)’s “Trip Generation” handbook. Research and interviews have been conducted in order to identify and characterize the most probable trip distribution patterns within the study area.

Project impacts are identified for the future year 2016 conditions. At those intersections operating deficiently (i. e, at LOS D or worse) and significantly impacted by the proposed project, a mitigation measure is to be identified and applied, and a before-and-after mitigation analysis conducted.

LEVEL OF SERVICE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209: *Highway Capacity Manual* which establishes the definitions for levels of service A through F. Brief descriptions of the six levels of service, as extracted from the manual, are listed in **Table 1**.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

The thresholds of level of service for unsignalized and signalized intersections are shown in **Table 2**, as follows:

TABLE 2
LEVEL OF SERVICE CRITERIA

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	0 - 10	< or = 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80 or a V/C ratio equal or greater than 1.0

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.

EXISTING CONDITIONS

EXISTING CIRCULATION NETWORK

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. **Figure 1**, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project.

Major east-west regional access to the site is provided by Maclay Avenue and San Fernando Mission Boulevard. Major north-south regional access to the site is provided by San Fernando Road.

The following paragraphs provide a brief description of the characteristics of the existing roadways that comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

MACLAY AVENUE. Maclay Avenue is an east-west collector street with one lane of travel in each direction. The street is posted with 25 miles per hour speed limit sign. The intersection of Maclay Avenue and San Fernando Road is signalized. The intersection of Maclay Avenue and Celis Street is signalized. The average daily traffic (ADT) volume on Maclay Avenue near Celis Street is approximately 5,730 vehicles per day.

SAN FERNANDO MISSION BOULEVARD . San Fernando Mission Boulevard is an east-west arterial street with two lanes of travel in each direction. Directional travel is separated by painted yellow center line. The street is posted with 35 miles per hour speed limit sign. The intersection of San Fernando Mission Boulevard and San Fernando Road is signalized. The average daily traffic (ADT) volume on San Fernando Mission Boulevard near San Fernando Road is approximately 10,040 vehicles per day.

SAN FERNANDO ROAD. San Fernando Road is a major north-south arterial street providing two lanes of travel in each direction in the project vicinity. Directional travel is separated by painted yellow center line. The street is posted with a speed limit of 35 miles per hour. The intersection of San Fernando Road at Maclay Avenue is signalized. The average daily traffic (ADT) volume on San Fernando Road near Maclay Avenue is approximately 4,870 vehicles per day.

CELIS STREET. Celis Street is a north-south local street with one lane of travel in each direction. Directional travel is separated by painted yellow center line. The street is posted with 25 miles per hour speed limit sign. The intersection of Celis Street and San Fernando Mission Boulevard is signalized. The average daily traffic (ADT) volume on Celis Street near San Fernando Mission Boulevard is approximately 2,220 vehicles per day.

The map shows a section of San Francisco with a grid of streets. Major thoroughfares are highlighted in yellow, including N Market Blvd, S Market Blvd, and San Bruno Ave. A black rectangle with diagonal hatching marks the proposed site, located between Truman St and Pico St, and between S Market Blvd and S Bruno Ave. An arrow points from the word 'Site' to this rectangle. The map also shows various landmarks, schools, and businesses. A north arrow is located in the bottom right corner.

EXISTING TRAFFIC VOLUMES

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of May, 2014. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following five key intersections would be analyzed in the study:

- San Fernando Mission Boulevard and San Fernando Road
- San Fernando Mission Boulevard and Celis Street
- San Fernando Road and Maclay Avenue
- Celis Street and Maclay Avenue
- Celis Street and Project Driveway

Existing intersection lane configurations are shown on **Figure 2**.

Existing average daily traffic volumes (ADT) on the streets are shown on **Figure 3**.

Existing turning movement counts for AM and PM peak hour conditions are shown on **Figure 4**. Detailed turning movement counts are included in the Technical Appendix of this report.

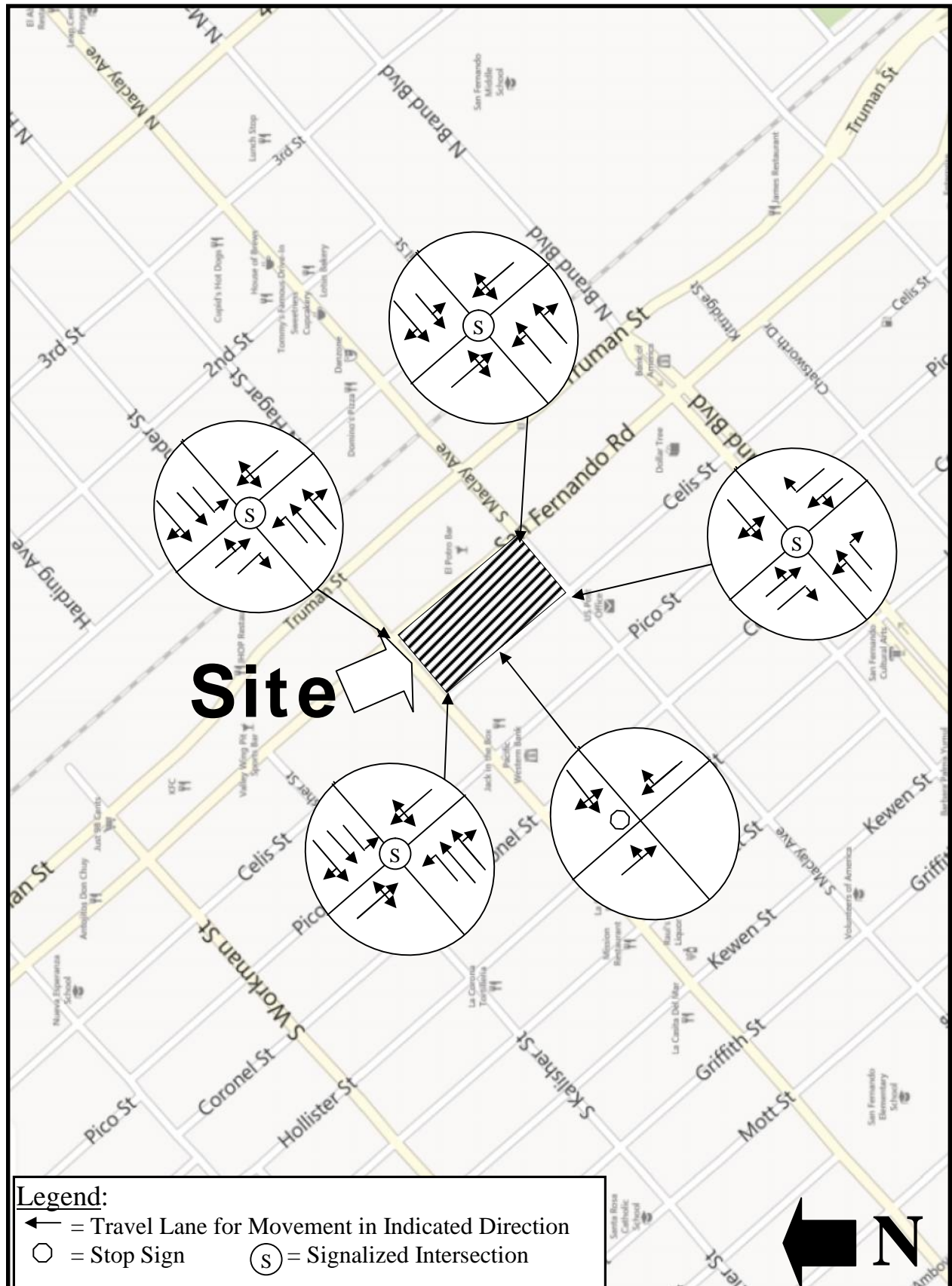
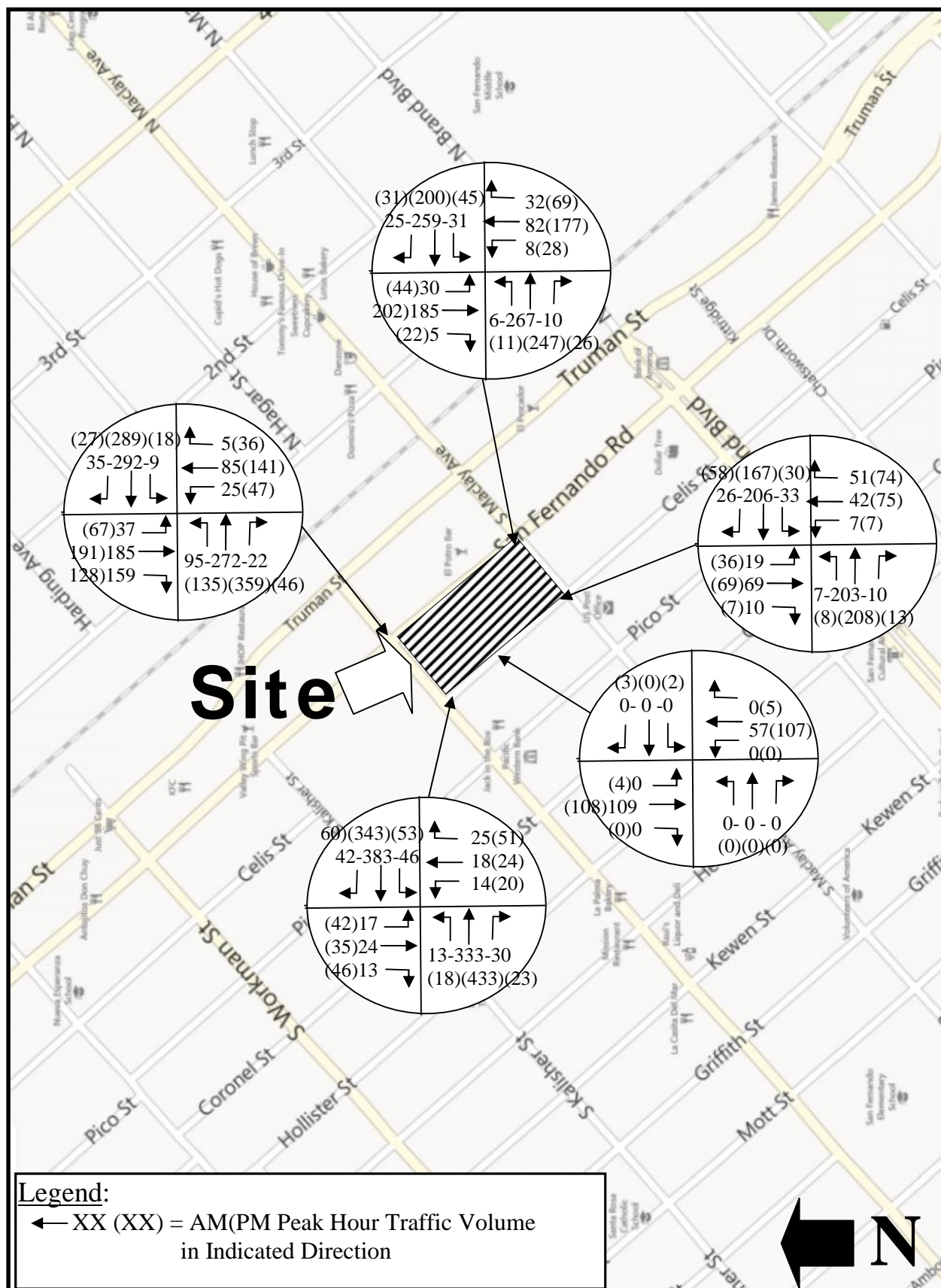
Figure 2: EXISTING INTERSECTION LANE CONFIGURATION

Figure 3: EXISTING 2014 AVERAGE DAILY TRAFFIC (ADT) VOLUMES

Figure 4: EXISTING 2014 PEAK HOUR TRAFFIC VOLUMES

EXISTING TRAFFIC CONDITIONS ANALYSIS

Year 2014 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. **Table 3** presents the existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2014 existing conditions.

TABLE 3

EXISTING 2014 CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Existing 2014 Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.400 0.444
2. San Fernando Mission Blvd at Celis St (Signalized)	AM PM	A A	0.278 0.353
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.336 0.360
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.321 0.325
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.169 0.243

OPENING YEAR 2016 BASE TRAFFIC CONDITIONS

2016 Base Conditions

A two percent per year traffic growth rate was applied to existing traffic volumes to obtain 2016 base traffic volumes without the project (i.e., a volume expansion factor of 1.04 was applied to 2014 volumes). This traffic growth rate is assumed to account for the typical growth in ambient traffic volumes within the study area and any new projects that will be implemented prior to this project. **Figure 5** shows these base pre-project volumes. Note that these volumes also reflect expansion due to peak hour factor and heavy vehicle factor applied to existing counted volumes.

Year 2016 base (pre-project) conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. **Table 4** presents the 2016 base (pre-project) condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2016 base (pre-project) conditions.

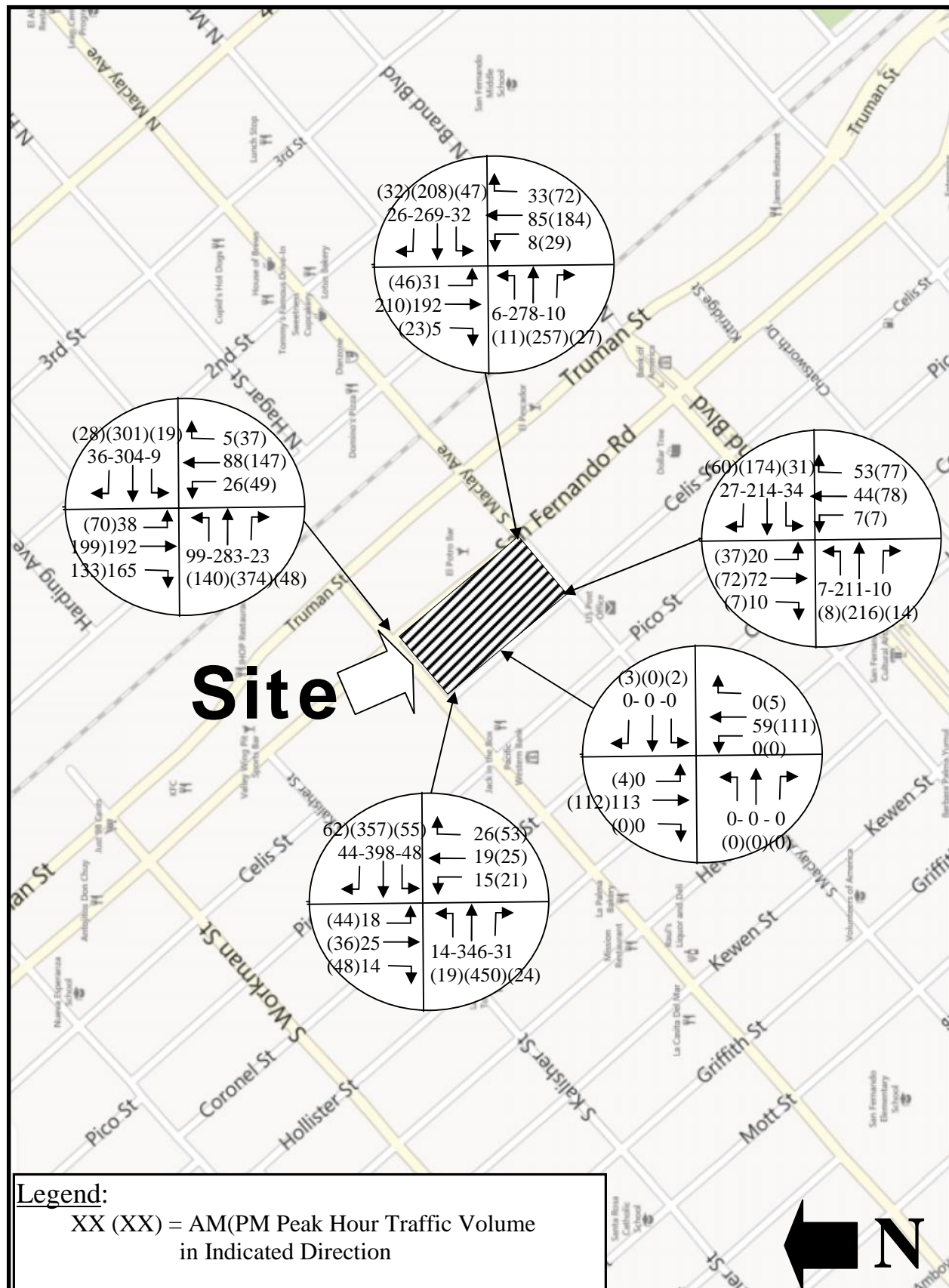
Figure 5: FUTURE 2016 BASE (PRE-PROJECT) PEAK HOUR TRAFFIC VOLUMES

TABLE 4**FUTURE 2016 PRE-PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Future 2016 Pre-Project Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.412 0.458
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.285 0.363
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.345 0.371
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.337 0.367
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.171 0.249

PROPOSED PROJECT

Project Description

The development plan calls for constructing a new 4-story mixed-use building with 101 one-bedroom residential apartment units above 18,640 square feet street-level commercial space with subterranean parking at 1140 and 1148 San Fernando Road. Parking for residents of apartments will be provided in subterranean garage which will be accessed off of Celis Street. The street-level commercial space will accommodate restaurants and cafes as well as a variety of retail stores. Storefronts will face San Fernando Road, San Fernando Mission Boulevard and Celis Street. Parking for the retail component of the building will be provided by on-street parking as well as City Public Parking Lot 3.

The primary access to parking garage of residential uses on the site will be provided via a full-access driveway off Celis Street, while access for commercial customers will be provided to the public parking lot across the same street from the garage.

Figure 6 shows the proposed site plan for the project.

Project Trip Generation

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" handbook, 9th edition, published by the Institute of Transportation Engineers (ITE). The proposed project consists of a residential use for 101 one-bedroom apartment units (ITE land use code 220) and 18,640 square feet of commercial specialty retail uses for restaurants, cafes and retail stores (ITE land use code 814).

Table 5 shows a summary of trip generation estimates for the project.

As Table 5 indicates, the project is anticipated to generate approximately 1,416 net new daily trips on typical week days, with 166 trips occurring during the AM peak hour (65 entering and 101 exiting) and 108 trips occurring during the PM peak hour (61 entering and 47 exiting).

Figure 6: PROJECT SITE PLAN

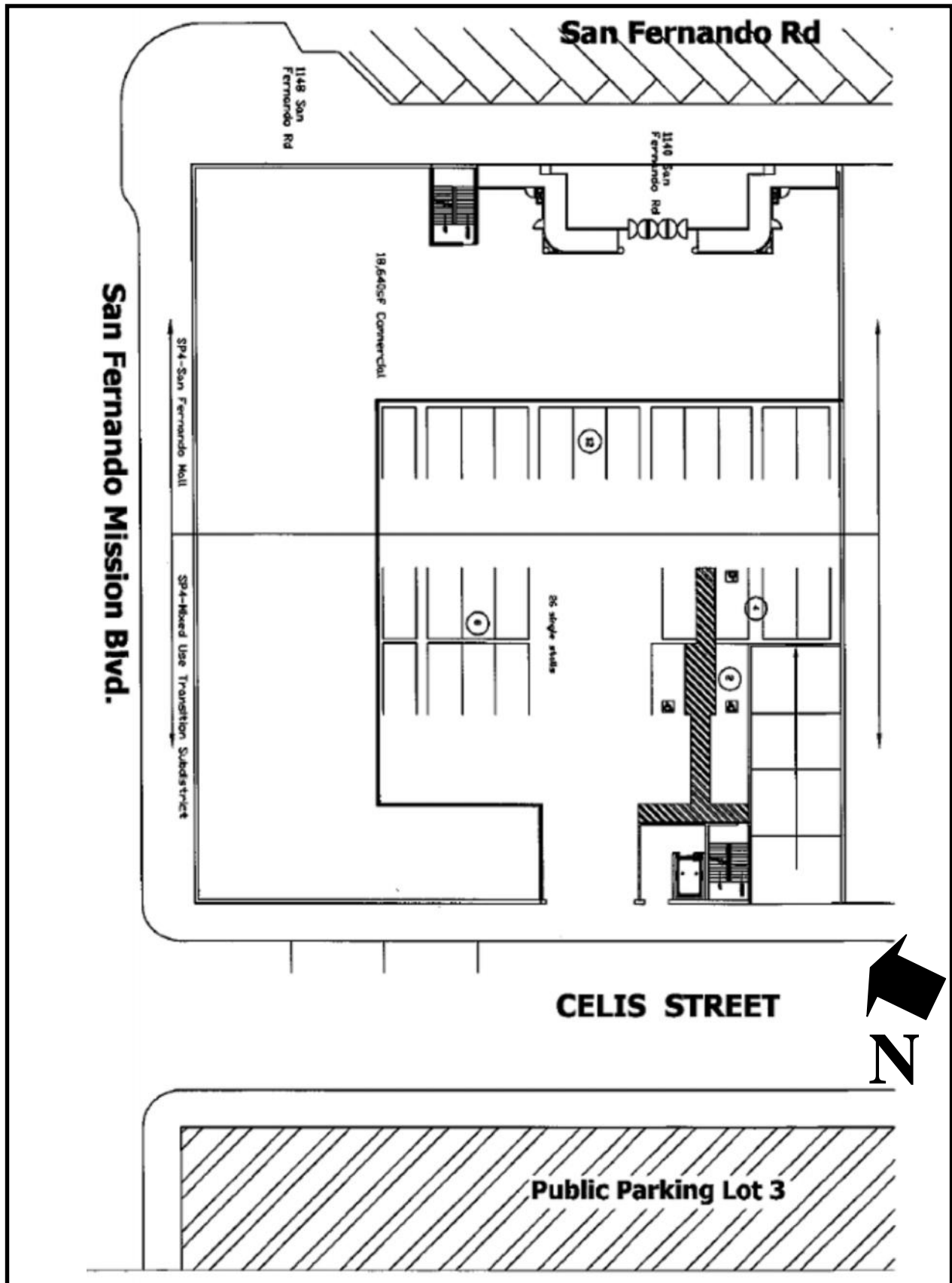


TABLE 5
TRIP GENERATION BY PROJECT

Land Use (ITE Code)	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
Weekday															
Apts (220)	101 DU	6.65	0.51	20	80	0.62	65	35	672	10	42	52	41	22	63
Splty Retail (814)	18,640 GSF	44.34	6.84	48	52	2.71	44	56	826	61	66	127	22	28	50
Less Pass-by Trips for Specialty Retail 10%									-82	-6	-7	-13	-2	-3	-5
Net Trips									1,416	65	101	166	61	47	108

Note: All rates are average rates. 10% pass-by trips per Los Angeles City Traffic Study guidelines
 [Ref: Institute of Transportation Engineers (ITE)'s "Trip Generation", 9th Edition, 2009]

Trip Distribution and Assignment

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics.

Figure 7 depicts the regional trip distribution percentages to and from the site.

Figure 8 shows project related traffic volumes at key circulation locations during the AM and PM peak hours.

2016 CUMULATIVE TRAFFIC CONDITIONS WITH PROJECT

2016 Cumulative Traffic Conditions

The 2016 cumulative (with project) traffic volumes were estimated by adding project related traffic volumes to the 2014 base (pre-project) traffic volumes with 2% per year ambient growth. **Figure 9** shows Year 2016 cumulative (i.e., base pre-project plus project traffic) volumes for AM and PM peak hours.

Year 2016 cumulative (i.e., existing plus ambient traffic plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) procedure of level of service (LOS) analysis. **Table 6** presents the 2016 cumulative conditions (with project) intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, all of the study intersections are operating at acceptable LOS A. during the AM and PM peak hours under 2016 cumulative conditions (with project)

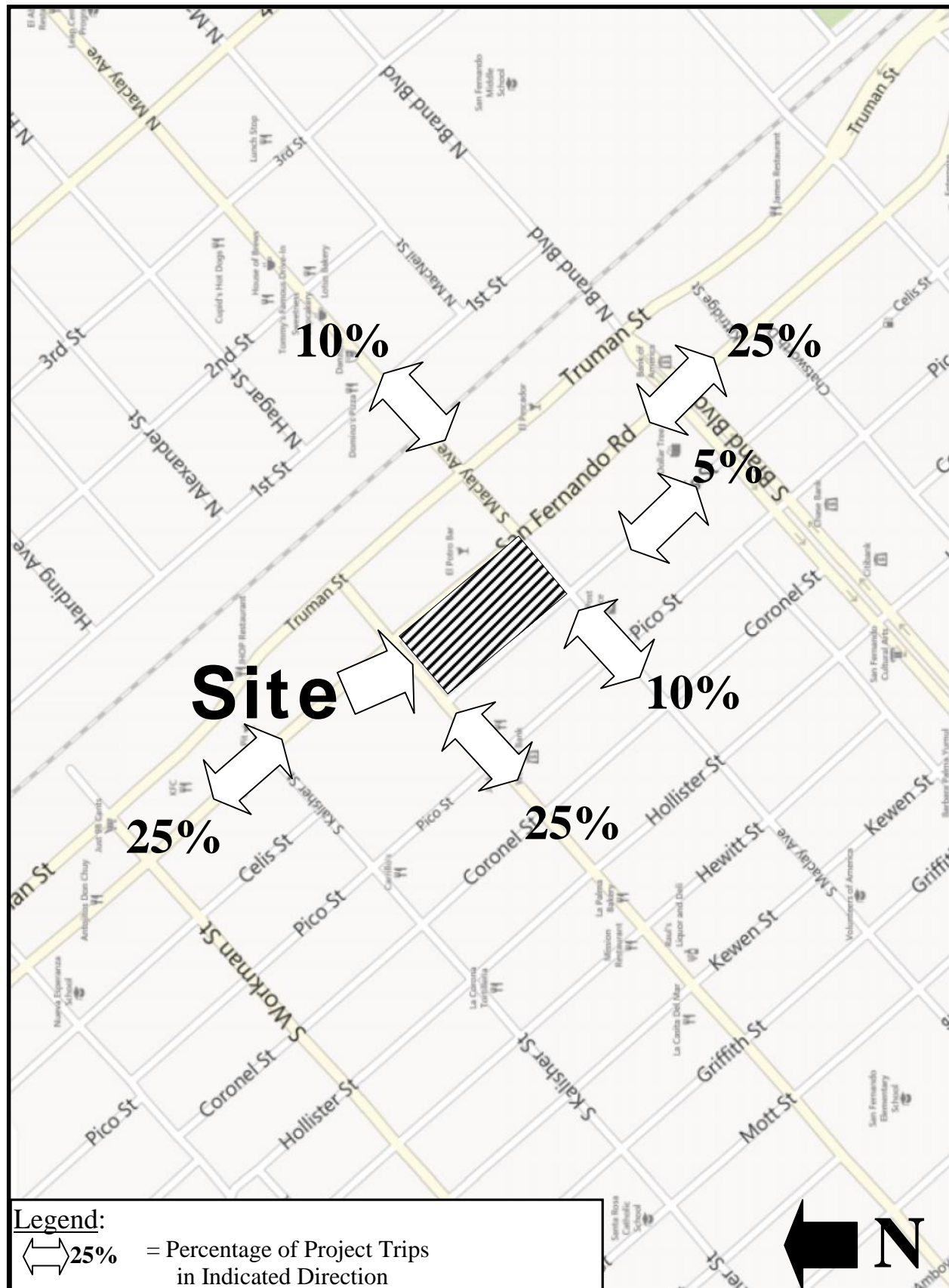
Figure 7: DISTRIBUTION PERCENTAGES OF PROJECT RELATED TRAFFIC

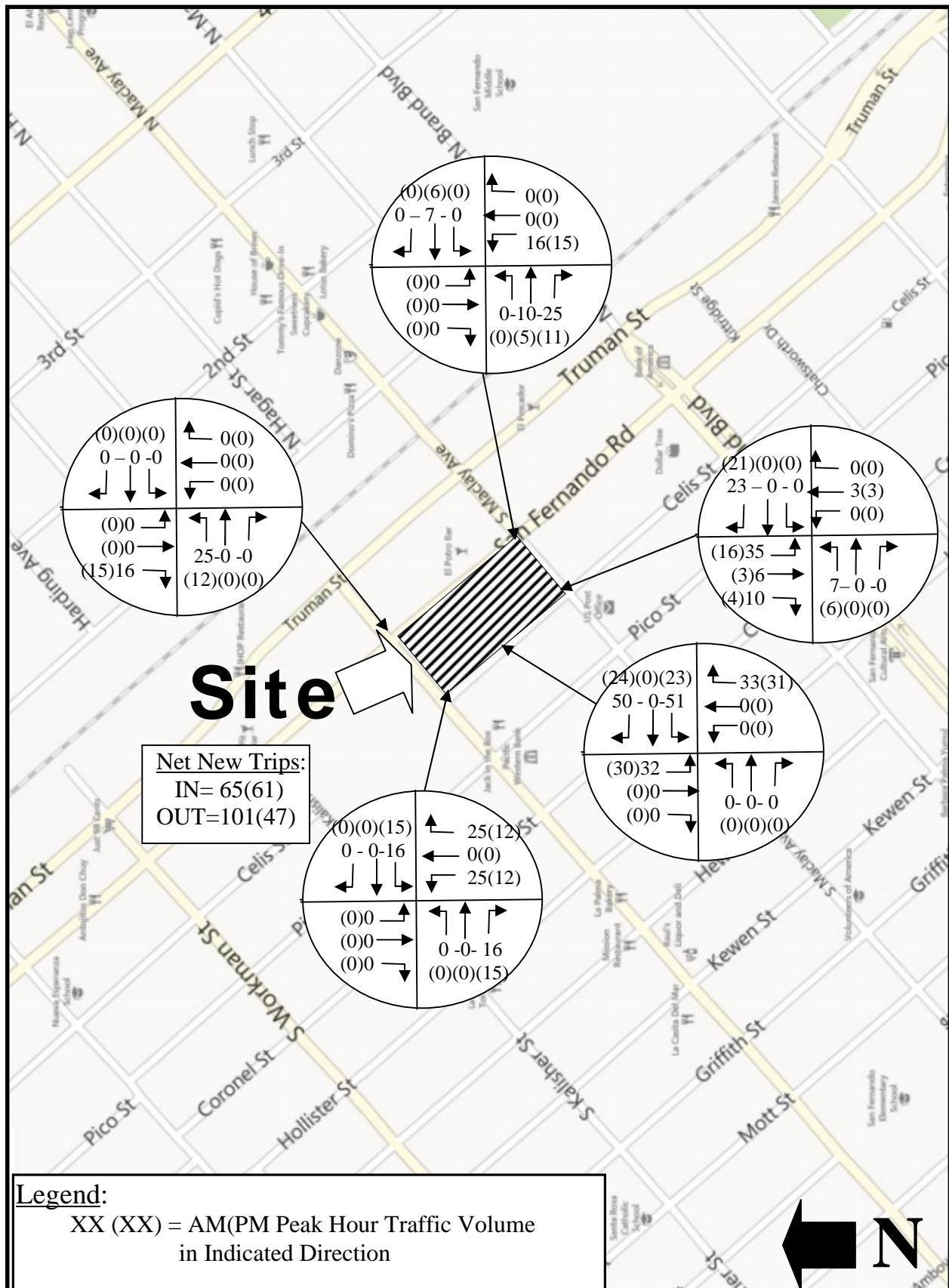
Figure 8: PROJECT RELATED PEAK HOUR TRAFFIC VOLUMES

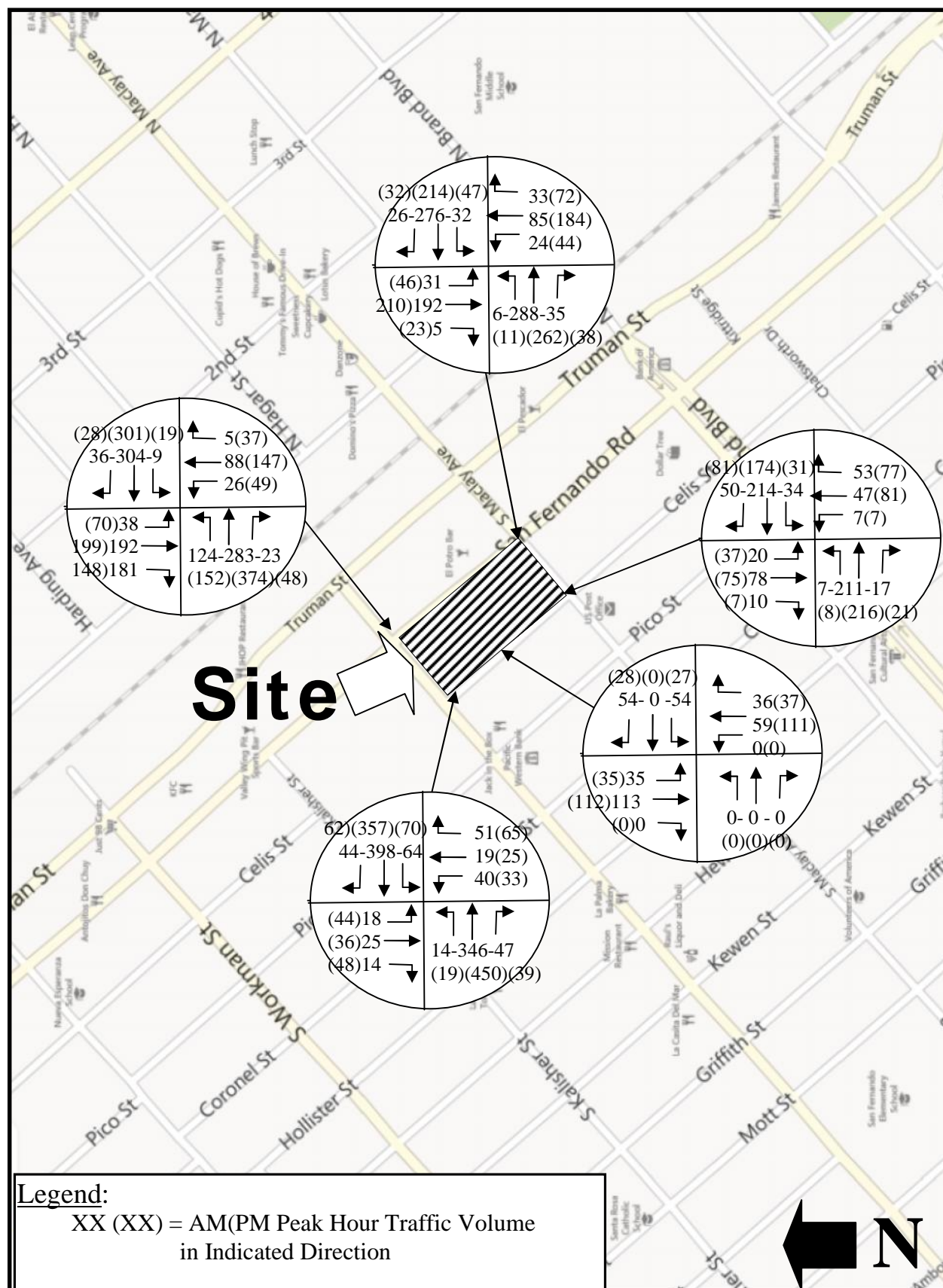
Figure 9: FUTURE 2016 PEAK HOUR CUMULATIVE TRAFFIC VOLUMES

TABLE 6**FUTURE 2016 POST-PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Future 2016 Post-Project Conditions	
		LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM PM	A A	0.428 0.466
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM PM	A A	0.331 0.377
3. San Fernando Rd at Maclay Ave (Signalized)	AM PM	A A	0.348 0.385
4. Maclay Ave at Celis St Street (Signalized)	AM PM	A A	0.354 0.382
5. Celis St at Project Driveway (Unsignalized)	AM PM	A A	0.260 0.257

PROJECT TRAFFIC IMPACT AND MITIGATION MEASURES

A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable, and a project's impact is considered significant if project traffic volume increases the V/C ratio by 0.01 or more at these levels.

The LOS, V/C ratio (or ICU) for the study intersections under 2016 cumulative conditions (with project as well as without project) are summarized in **Table 7**. As the results indicate, all of the study intersections are expected to operate at acceptable LOS A during the AM and PM peak hours under 2016 cumulative conditions (with project). Therefore, the project is not expected to significantly impact traffic conditions at the key intersections in the vicinity. Since the project will not significantly impact traffic conditions, no off-site traffic mitigation measures will be necessary for development of the project.

TABLE 7

FUTURE 2016 LEVEL OF SERVICE SUMMARY WITH AND WITHOUT PROJECT

Intersection	Peak Hour	2016 Base Conditions W/O Project		2016 Cumulative Conditions W/ Project	
		LOS	V/C	LOS	V/C
1. San Fernando Mission Blvd at San Fernando Rd (Signalized)	AM	A	0.412	A	0.428
	PM	A	0.458	A	0.466
2. San Fernando Mission Blvd at Cellis St (Signalized)	AM	A	0.285	A	0.331
	PM	A	0.363	A	0.377
3. San Fernando Rd at Maclay Ave (Signalized)	AM	A	0.345	A	0.348
	PM	A	0.371	A	0.385
4. Maclay Ave at Celis St Street (Signalized)	AM	A	0.337	A	0.354
	PM	A	0.367	A	0.382
5. Celis St at Project Driveway (Unsignalized)	AM	A	0.171	A	0.260
	PM	A	0.249	A	0.257

PARKING DEMAND ANALYSIS

The project's parking requirements is calculated using the City's parking code for residential commercial uses. The 101-unit apartment use will require 101 spaces @ 1 space/dwelling unit plus 21 guest spaces @ 0.2 spaces per dwelling units. The 18,640 square feet commercial uses will require 63 spaces @ 1 space per 300 square feet. Therefore the project's total parking requirement will be 185 spaces without any consideration of internal capture. The project will provide a total of 106 spaces in the subterranean parking garage. The shortage in parking requirement will be 79 spaces.

There are a total of 12 on-street spaces available (10 on San Fernand Road and 2 on Celis Street) for the project. Besides, Public Parking Lot 3 located on the west side of Celis Street is also available for project's retail customers. A total of 233 parking spaces have been grandfathered to the project due to demolition of retail uses. Therefore, the project will adequately satisfy City's parking requirement for the project.

CONCLUSION

It is estimated that the project will generate a total of approximately 1,416 net new two-way trips per day, with 166 trips (65 trips inbound and 101 trips outbound) during the AM peak hours and 108 trips (61 trips inbound and 47 trips outbound) during the PM peak hours.

The results of the traffic impact analysis indicate that the proposed mixed-use project will not significantly impact the key intersections or the surrounding roadway system by the project opening year 2016. All the study intersections are expected to operate at Levels of service (LOS) A during the AM and PM peak hours for the future 2016 conditions with the project. Therefore, no off-site traffic mitigation would be necessary for the development of the project.

An analysis of project's parking demand indicates that a total of 185 spaces will be required for 101-unit apartment, guest parking and commercial retail use. The project will provide a total of 106 spaces in the subterranean parking garage. There are 12 spaces available on-street on San Fernando Road and Celis Street for project's use. This provides a total of 118 parking spaces. Public parking lot 3 located on the west side of Celis Street is available for project's retail customers. With a total of 233 parking spaces grandfathered to the project due to demolition of retail uses, the project will adequately satisfy City's parking requirement for the project.

Technical Appendix

***Existing 2014 Traffic Counts
of Turning Movements***

Intersection of San Fernando Mission Boulevard and San Fernando Road



Google earth

feet
meters

200

80



CITY TRAFFIC COUNTERS**626.991.7522****www.ctcounters.com****File Name : SFMSanF****Site Code : 00000000****Start Date : 5/1/2014****Page No : 1****Groups Printed - Unshifted**

	San Fernando Rd Southbound			San Fernando Mission Rd Westbound			San Fernando Rd Northbound			San Fernando Mission Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	20	15	0	49	4	1	7	0	4	30	0	139
07:15 AM	12	45	27	0	62	2	5	9	1	17	48	3	231
07:30 AM	5	49	72	3	87	11	7	14	2	22	54	5	331
07:45 AM	12	52	32	2	87	12	7	17	0	24	66	5	316
Total	38	166	146	5	285	29	20	47	3	67	198	13	1017
08:00 AM	10	39	36	4	57	5	5	30	1	26	88	8	309
08:15 AM	10	45	19	0	61	7	6	24	2	23	64	4	265
08:30 AM	8	27	20	0	41	8	9	14	1	14	37	3	182
08:45 AM	12	28	9	2	44	5	2	15	0	15	45	3	180
Total	40	139	84	6	203	25	22	83	4	78	234	18	936
04:00 PM	18	51	34	2	74	9	10	31	7	37	93	5	371
04:15 PM	13	39	26	6	58	6	10	27	12	30	98	17	342
04:30 PM	20	46	33	8	91	4	18	39	8	30	86	12	395
04:45 PM	16	55	35	2	66	8	9	44	9	38	82	12	376
Total	67	191	128	18	289	27	47	141	36	135	359	46	1484
05:00 PM	29	52	32	1	59	12	7	40	4	28	82	11	357
05:15 PM	24	47	40	0	53	8	12	28	8	34	84	8	346
05:30 PM	20	53	22	6	59	7	8	37	13	35	84	11	355
05:45 PM	14	46	27	4	45	7	8	29	10	32	85	9	316
Total	87	198	121	11	216	34	35	134	35	129	335	39	1374
Grand Total	232	694	479	40	993	115	124	405	78	409	1126	116	4811
Approch%	16.5	49.4	34.1	3.5	86.5	10	20.4	66.7	12.9	24.8	68.2	7	
Total %	4.8	14.4	10	0.8	20.6	2.4	2.6	8.4	1.6	8.5	23.4	2.4	

CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

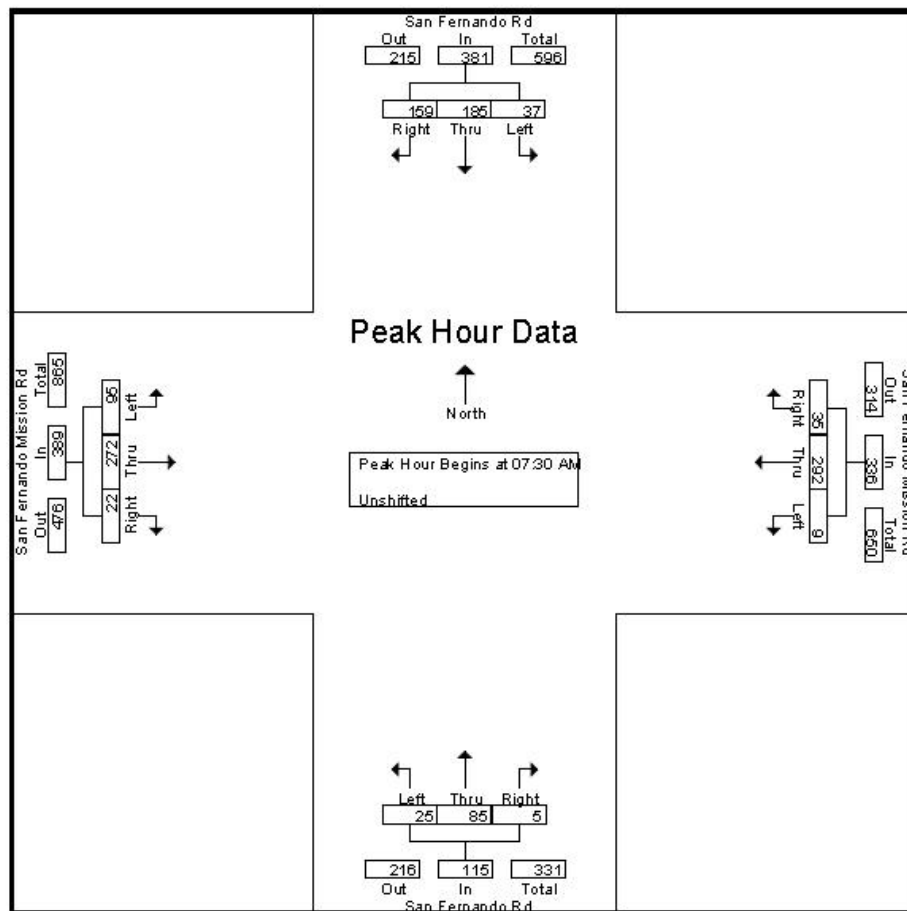
File Name : SFMSanF

Site Code : 00000000

Start Date : 5/1/2014

Page No : 2

	San Fernando Rd Southbound				San Fernando Mission Rd Westbound				San Fernando Rd Northbound				San Fernando Mission Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	49	72	126	3	87	11	101	7	14	2	23	22	54	5	81	331
07:45 AM	12	52	32	96	2	87	12	101	7	17	0	24	24	66	5	95	316
08:00 AM	10	39	36	85	4	57	5	66	5	30	1	36	26	88	8	122	309
08:15 AM	10	45	19	74	0	61	7	68	6	24	2	32	23	64	4	91	265
Total Volume	37	185	159	381	9	292	35	336	25	85	5	115	95	272	22	389	1221
% App. Total	9.7	48.6	41.7		2.7	86.9	10.4		21.7	73.9	4.3		24.4	69.9	5.7		
PHF	.771	.889	.552	.756	.563	.839	.729	.832	.893	.708	.625	.799	.913	.773	.688	.797	.922



CITY TRAFFIC COUNTERS

626.991.7522
www.ctcounters.com

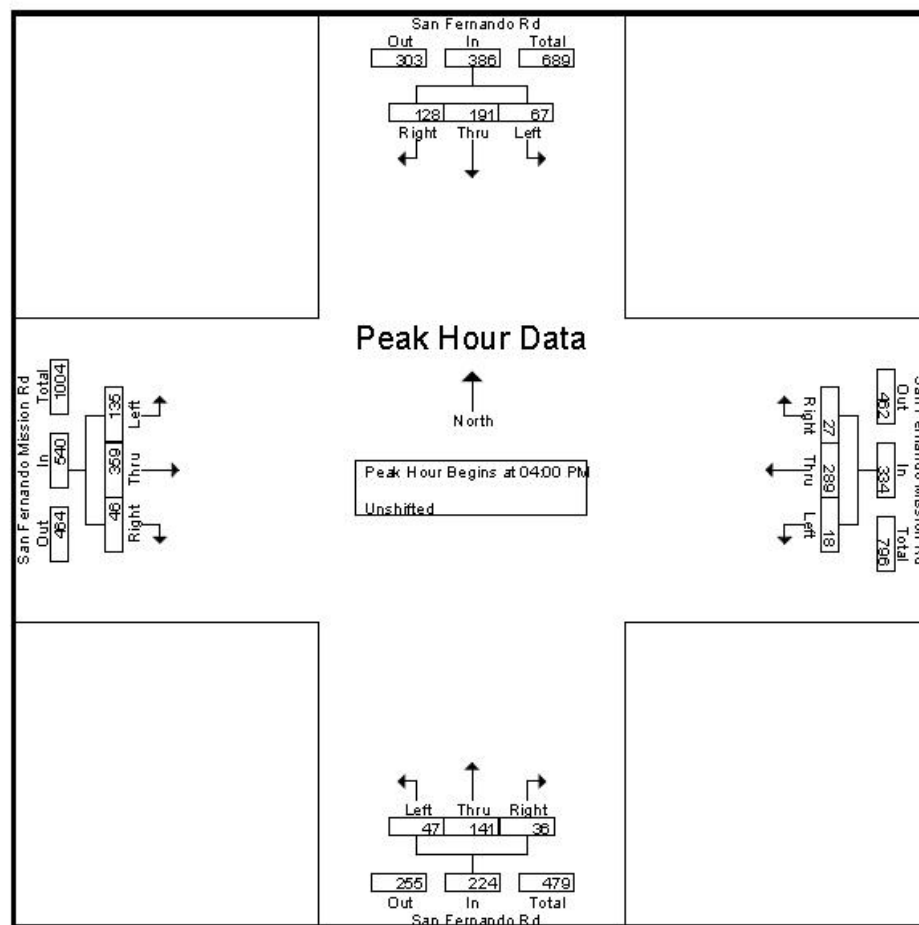
File Name : SFMSan

Site Code : 0000000

Start Date : 5/1/2014

Page No : 3

	San Fernando Rd Southbound				San Fernando Mission Rd Westbound				San Fernando Rd Northbound				San Fernando Mission Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	51	34	103	2	74	9	85	10	31	7	48	37	93	5	135	371
04:15 PM	13	39	26	78	6	58	6	70	10	27	12	49	30	98	17	145	342
04:30 PM	20	46	33	99	8	91	4	103	18	39	8	65	30	86	12	128	395
04:45 PM	16	55	35	106	2	66	8	76	9	44	9	62	38	82	12	132	376
Total Volume	67	191	128	386	18	289	27	334	47	141	36	224	135	359	46	540	1484
% App. Total	17.4	49.5	33.2		5.4	86.5	8.1		21	62.9	16.1		25	66.5	8.5		
PHF	.838	.868	.914	.910	.563	.794	.750	.811	.653	.801	.750	.862	.888	.916	.676	.931	.939



Intersection of San Fernando Mission Boulevard and Celis Street



Google earth

feet 300
meters 100



CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

File Name : SFMCelis

Site Code : 00000000

Start Date : 5/1/2014

Page No : 1

Groups Printed- Unshifted

	Celis St Southbound			San Fernando Mission Rd Westbound			Celis St Northbound			San Fernando Mission Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	3	61	4	0	3	0	0	31	1	104
07:15 AM	1	1	2	6	69	4	2	1	2	1	63	8	160
07:30 AM	3	4	4	18	137	4	7	3	8	1	71	5	265
07:45 AM	3	2	2	14	109	12	4	6	5	5	78	14	254
Total	7	8	8	41	376	24	13	13	15	7	243	28	783
08:00 AM	6	5	4	8	78	11	0	5	6	4	109	5	241
08:15 AM	5	13	3	6	59	15	3	4	6	3	75	6	198
08:30 AM	7	5	6	3	65	7	3	7	4	3	49	7	166
08:45 AM	4	7	8	2	46	6	4	6	7	5	54	7	156
Total	22	30	21	19	248	39	10	22	23	15	287	25	761
04:00 PM	9	7	10	13	85	17	6	6	11	4	115	5	288
04:15 PM	14	10	11	13	72	12	5	7	11	6	112	9	282
04:30 PM	8	11	13	17	103	19	6	4	17	4	100	6	308
04:45 PM	11	7	12	10	83	12	3	7	12	4	106	3	270
Total	42	35	46	53	343	60	20	24	51	18	433	23	1148
05:00 PM	9	10	7	12	73	14	4	6	18	1	94	5	253
05:15 PM	9	11	8	9	87	11	8	8	17	8	96	11	283
05:30 PM	10	8	17	6	73	15	6	12	16	4	111	7	285
05:45 PM	15	9	11	8	56	15	3	11	8	4	99	10	249
Total	43	38	43	35	289	55	21	37	59	17	400	33	1070
Grand Total	114	111	118	148	1256	178	64	96	148	57	1363	109	3762
Approch%	33.2	32.4	34.4	9.4	79.4	11.3	20.8	31.2	48.1	3.7	89.1	7.1	
Total %	3	3	3.1	3.9	33.4	4.7	1.7	2.6	3.9	1.5	36.2	2.9	

CITY TRAFFIC COUNTERS

626.991.7522

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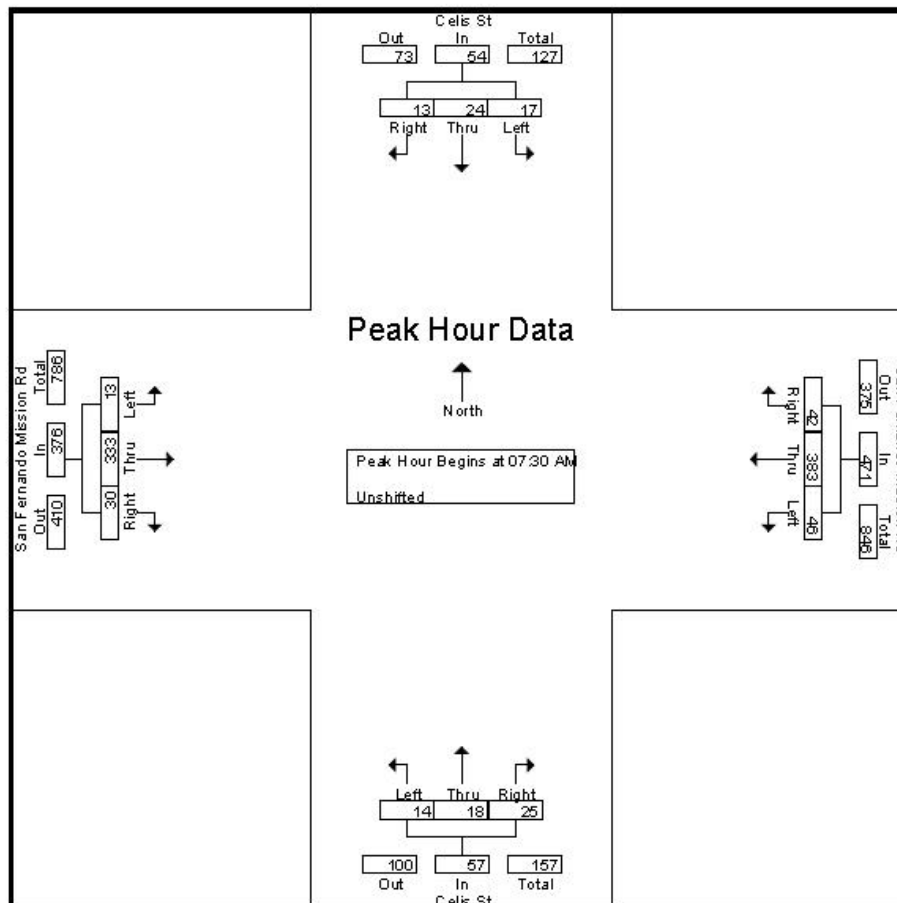
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Site Code : 00000000

Start Date : 5/1/2014

Page No : 2

	Celis St Southbound				San Fernando Mission Rd Westbound				Celis St Northbound				San Fernando Mission Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	4	4	11	18	137	4	159	7	3	8	18	1	71	5	77	265
07:45 AM	3	2	2	7	14	109	12	135	4	6	5	15	5	78	14	97	254
08:00 AM	6	5	4	15	8	78	11	97	0	5	6	11	4	109	5	118	241
08:15 AM	5	13	3	21	6	59	15	80	3	4	6	13	3	75	6	84	198
Total Volume	17	24	13	54	46	383	42	471	14	18	25	57	13	333	30	376	958
% App. Total	31.5	44.4	24.1		9.8	81.3	8.9		24.6	31.6	43.9		3.5	88.6	8		
PHF	.708	.462	.813	.643	.639	.699	.700	.741	.500	.750	.781	.792	.650	.764	.536	.797	.904



CITY TRAFFIC COUNTERS

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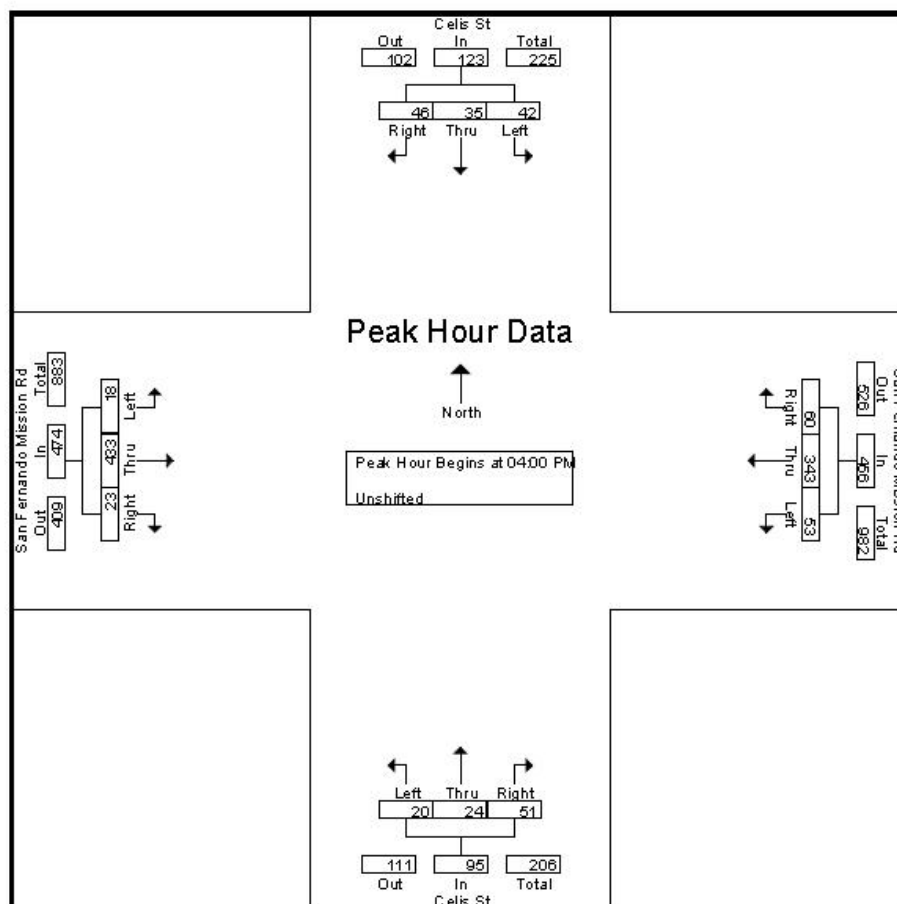
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Site Code : 00000000

Start Date : 5/1/2014

Page No : 3

	Celis St Southbound				San Fernando Mission Rd Westbound				Celis St Northbound				San Fernando Mission Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	7	10	26	13	85	17	115	6	6	11	23	4	115	5	124	288
04:15 PM	14	10	11	35	13	72	12	97	5	7	11	23	6	112	9	127	282
04:30 PM	8	11	13	32	17	103	19	139	6	4	17	27	4	100	6	110	308
04:45 PM	11	7	12	30	10	83	12	105	3	7	12	22	4	106	3	113	270
Total Volume	42	35	46	123	53	343	60	456	20	24	51	95	18	433	23	474	1148
% App. Total	34.1	28.5	37.4		11.6	75.2	13.2		21.1	25.3	53.7		3.8	91.4	4.9		
PHF	.750	.795	.885	.879	.779	.833	.789	.820	.833	.857	.750	.880	.750	.941	.639	.933	.932



Intersection of San Fernando Road and Maclay Avenue



Google earth

feet
meters



CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

File Name : SanFMaclay

Site Code : 00000000

Start Date : 5/1/2014

Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			S. Maclay Ave Westbound			San Fernando Rd Northbound			S. Maclay Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	5	4	0	30	1	2	9	6	0	24	0	91
07:15 AM	24	4	14	0	47	3	0	10	2	1	26	0	131
07:30 AM	10	52	0	14	91	4	0	16	8	0	63	3	261
07:45 AM	6	46	1	6	69	4	1	19	11	4	97	2	266
Total	50	107	19	20	237	12	3	54	27	5	210	5	749
08:00 AM	7	39	3	9	53	8	4	24	9	1	73	2	232
08:15 AM	7	48	1	2	46	9	3	23	4	1	34	3	181
08:30 AM	4	27	1	3	31	2	4	23	2	3	31	3	134
08:45 AM	4	20	3	3	29	1	2	14	3	1	24	3	107
Total	22	134	8	17	159	20	13	84	18	6	162	11	654
04:00 PM	15	35	5	10	61	4	7	41	14	2	74	9	277
04:15 PM	9	46	6	13	43	8	6	43	19	3	70	6	272
04:30 PM	13	52	7	10	54	8	10	51	18	3	57	5	288
04:45 PM	7	69	4	12	42	11	5	42	18	3	46	6	265
Total	44	202	22	45	200	31	28	177	69	11	247	26	1102
05:00 PM	6	45	3	12	51	7	4	45	10	2	61	6	252
05:15 PM	15	36	7	10	66	14	4	25	10	1	82	6	276
05:30 PM	8	35	5	18	53	7	6	46	16	7	69	6	276
05:45 PM	9	51	8	11	41	7	6	37	14	4	64	6	258
Total	38	167	23	51	211	35	20	153	50	14	276	24	1062
Grand Total	154	610	72	133	807	98	64	468	164	36	895	66	3567
Apprch%	18.4	73	8.6	12.8	77.7	9.4	9.2	67.2	23.6	3.6	89.8	6.6	
Total %	4.3	17.1	2	3.7	22.6	2.7	1.8	13.1	4.6	1	25.1	1.9	

CITY TRAFFIC COUNTERS

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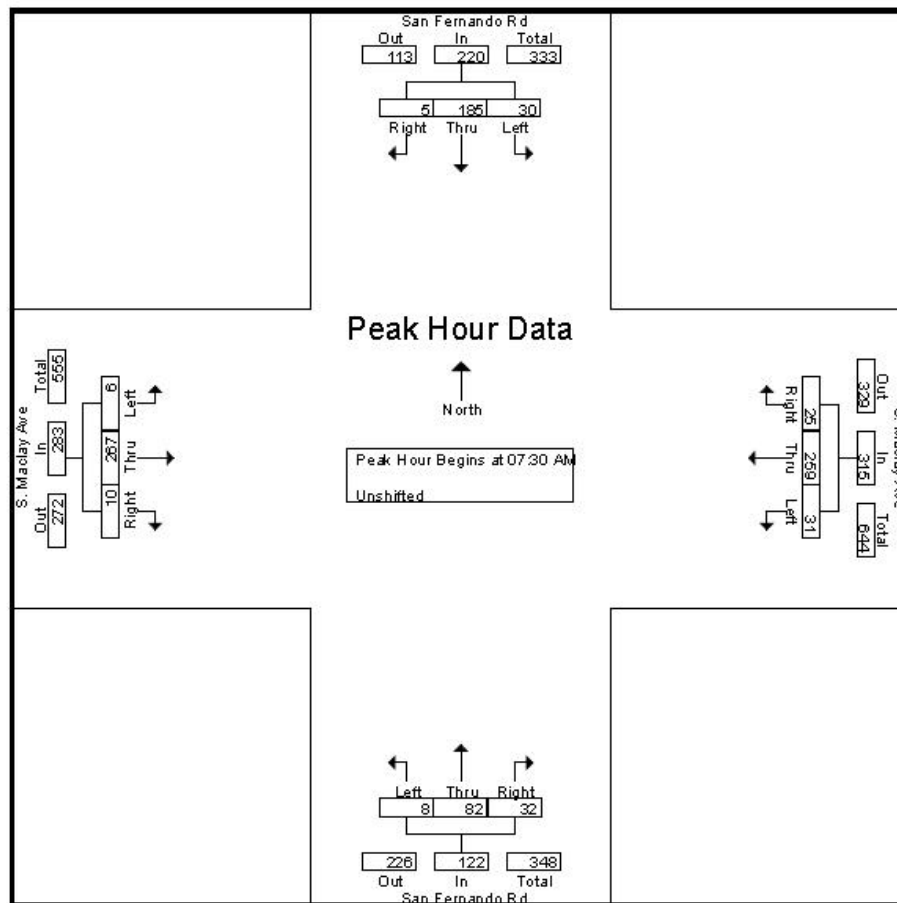
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Site Code : 00000000

Start Date : 5/1/2014

Page No : 2

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	52	0	62	14	91	4	109	0	16	8	24	0	63	3	66	261
07:45 AM	6	46	1	53	6	69	4	79	1	19	11	31	4	97	2	103	266
08:00 AM	7	39	3	49	9	53	8	70	4	24	9	37	1	73	2	76	232
08:15 AM	7	48	1	56	2	46	9	57	3	23	4	30	1	34	3	38	181
Total Volume	30	185	5	220	31	259	25	315	8	82	32	122	6	267	10	283	940
% App. Total	13.6	84.1	2.3		9.8	82.2	7.9		6.6	67.2	26.2		2.1	94.3	3.5		
PHF	.750	.889	.417	.887	.554	.712	.694	.722	.500	.854	.727	.824	.375	.688	.833	.687	.883



CITY TRAFFIC COUNTERS

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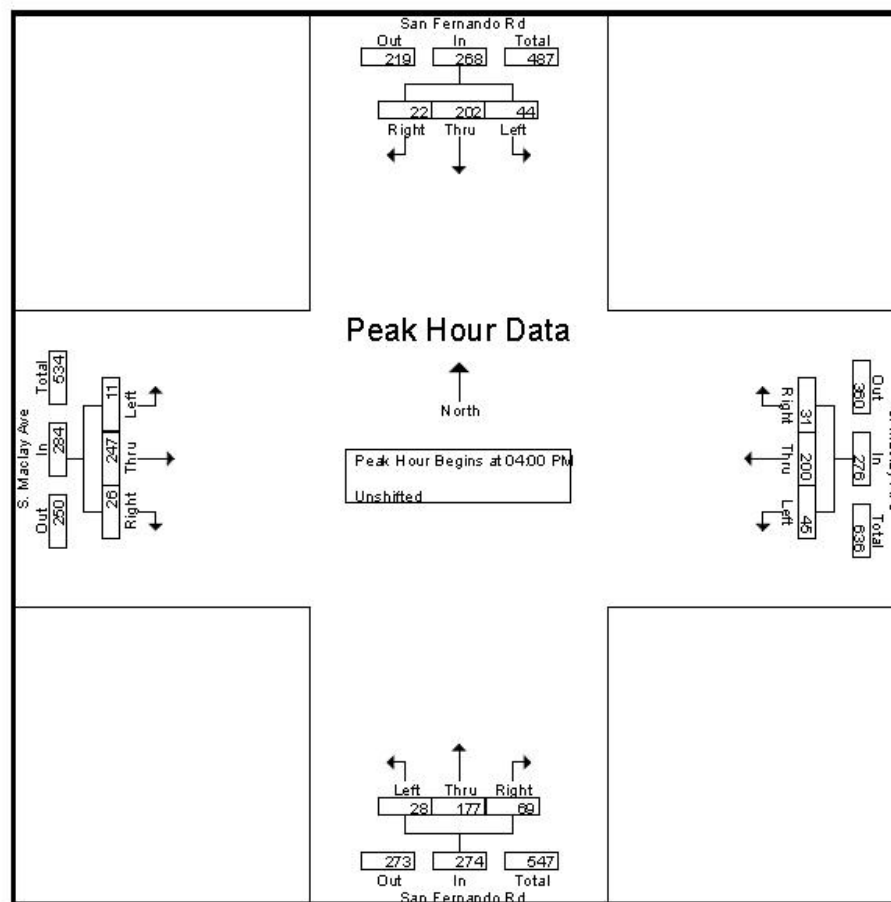
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Site Code : 00000000

Start Date : 5/1/2014

Page No : 3

	San Fernando Rd Southbound				S. Maclay Ave Westbound				San Fernando Rd Northbound				S. Maclay Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	35	5	55	10	61	4	75	7	41	14	62	2	74	9	85	277
04:15 PM	9	46	6	61	13	43	8	64	6	43	19	68	3	70	6	79	272
04:30 PM	13	52	7	72	10	54	8	72	10	51	18	79	3	57	5	65	288
04:45 PM	7	69	4	80	12	42	11	65	5	42	18	65	3	46	6	55	265
Total Volume	44	202	22	268	45	200	31	276	28	177	69	274	11	247	26	284	1102
% App. Total	16.4	75.4	8.2		16.3	72.5	11.2		10.2	64.6	25.2		3.9	87	9.2		
PHF	.733	.732	.786	.838	.865	.820	.705	.920	.700	.868	.908	.867	.917	.834	.722	.835	.957



Intersection of Celis Street and Maclay Avenue



Google earth

feet
meters



CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

File Name : CelisMaclay

Site Code : 00000000

Start Date : 5/1/2014

Page No : 1

Groups Printed - Unshifted

	Celis St Southbound			S. Maclay Ave Westbound			Celis St Northbound			S. Maclay Ave Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	2	1	10	26	3	2	3	4	0	23	3	79
07:15 AM	5	6	0	16	36	4	0	2	8	1	18	1	97
07:30 AM	4	23	1	10	74	8	1	12	11	0	47	5	196
07:45 AM	4	19	6	8	56	3	2	12	15	3	78	1	207
Total	15	50	8	44	192	18	5	29	38	4	166	10	579
08:00 AM	6	10	1	8	50	5	2	10	23	1	47	3	166
08:15 AM	5	17	2	7	26	10	2	8	2	3	31	1	114
08:30 AM	4	6	1	3	21	4	0	4	3	1	29	2	78
08:45 AM	1	14	1	4	20	5	0	14	2	1	24	4	90
Total	16	47	5	22	117	24	4	36	30	6	131	10	448
04:00 PM	6	16	3	9	44	12	1	18	18	1	55	9	192
04:15 PM	13	15	1	10	32	14	1	11	12	3	56	5	173
04:30 PM	6	18	3	15	51	11	1	13	21	3	39	6	187
04:45 PM	7	12	1	4	35	9	4	19	14	0	43	5	153
Total	32	61	8	38	162	46	7	61	65	7	193	25	705
05:00 PM	8	17	4	4	39	19	0	15	16	3	46	5	176
05:15 PM	15	14	0	4	57	17	0	20	20	3	55	5	210
05:30 PM	6	17	3	12	37	15	3	22	23	2	68	2	210
05:45 PM	7	21	0	10	34	7	4	18	15	0	39	1	156
Total	36	69	7	30	167	58	7	75	74	8	208	13	752
Grand Total	99	227	28	134	638	146	23	201	207	25	698	58	2484
Apprch %	28	64.1	7.9	14.6	69.5	15.9	5.3	46.6	48	3.2	89.4	7.4	
Total %	4	9.1	1.1	5.4	25.7	5.9	0.9	8.1	8.3	1	28.1	2.3	

CITY TRAFFIC COUNTERS

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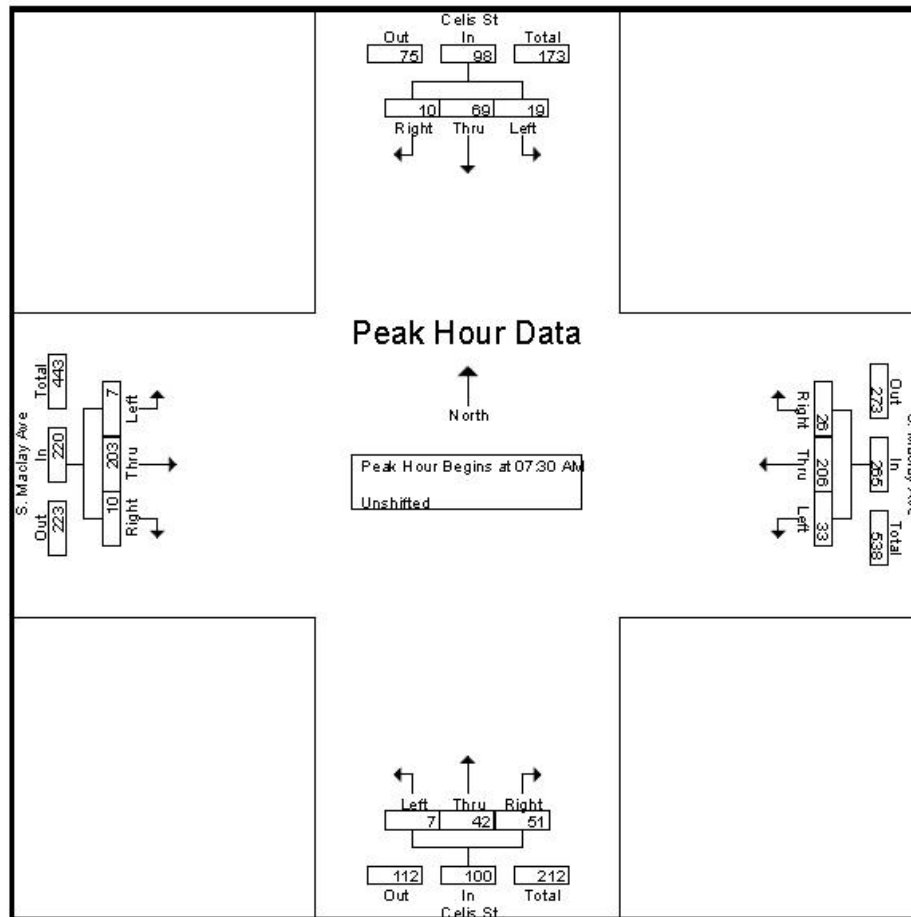
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Site Code : 00000000

Start Date : 5/1/2014

Page No : 2

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	23	1	28	10	74	8	92	1	12	11	24	0	47	5	52	196
07:45 AM	4	19	6	29	8	56	3	67	2	12	15	29	3	78	1	82	207
08:00 AM	6	10	1	17	8	50	5	63	2	10	23	35	1	47	3	51	166
08:15 AM	5	17	2	24	7	26	10	43	2	8	2	12	3	31	1	35	114
Total Volume	19	69	10	98	33	206	26	265	7	42	51	100	7	203	10	220	683
% App. Total	19.4	70.4	10.2		12.5	77.7	9.8		7	42	51		3.2	92.3	4.5		
PHF	.792	.750	.417	.845	.825	.696	.650	.720	.875	.875	.554	.714	.583	.651	.500	.671	.825



CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

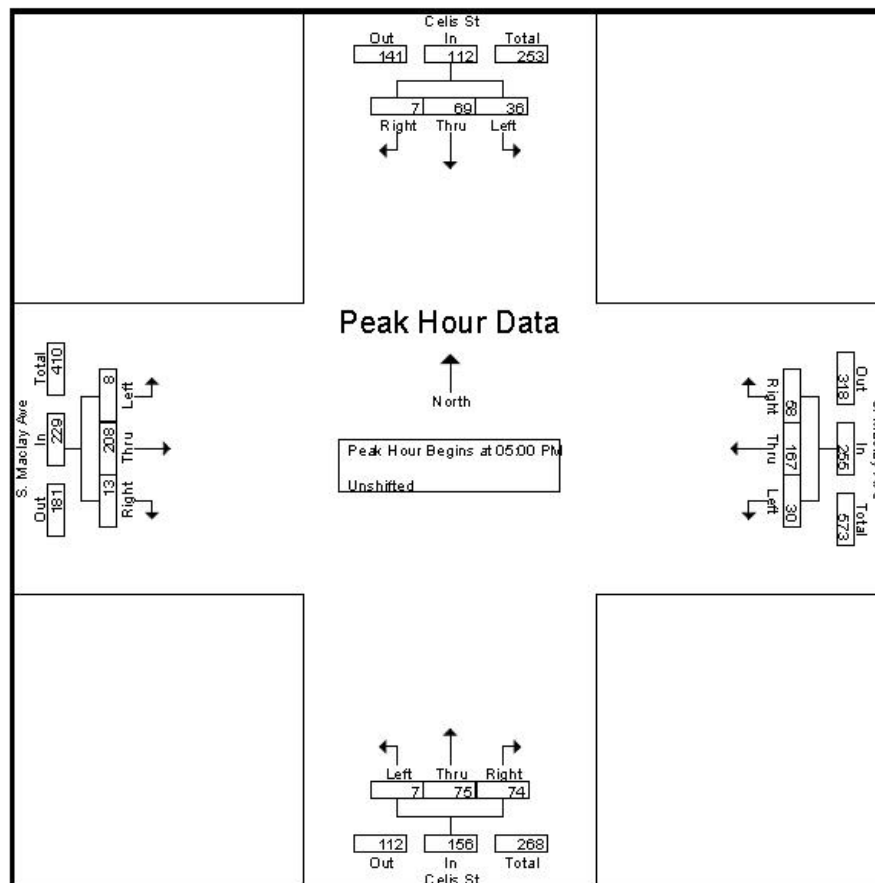
File Name : CelisMaclay

Site Code : 00000000

Start Date : 5/1/2014

Page No : 3

	Celis St Southbound				S. Maclay Ave Westbound				Celis St Northbound				S. Maclay Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	17	4	29	4	39	19	62	0	15	16	31	3	46	5	54	176
05:15 PM	15	14	0	29	4	57	17	78	0	20	20	40	3	55	5	63	210
05:30 PM	6	17	3	26	12	37	15	64	3	22	23	48	2	68	2	72	210
05:45 PM	7	21	0	28	10	34	7	51	4	18	15	37	0	39	1	40	156
Total Volume	36	69	7	112	30	167	58	255	7	75	74	156	8	208	13	229	752
% App. Total	32.1	61.6	6.2		11.8	65.5	22.7		4.5	48.1	47.4		3.5	90.8	5.7		
PHF	.600	.821	.438	.966	.625	.732	.763	.817	.438	.852	.804	.813	.667	.765	.650	.795	.895



Intersection of Celis Street and Project Driveway



Google earth

feet 300
meters 100



CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

File Name : CelisPenneys

Site Code : 00000000

Start Date : 5/1/2014

Page No : 1

Groups Printed- Unshifted

Start Time	Celis St Southbound			JC Penney Entrance Westbound			Celis St Northbound			JC Penney Entrance Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	5	0	0	0	0	0	3	0	0	0	0	8
07:15 AM	0	15	0	0	0	0	0	5	0	0	0	0	20
07:30 AM	0	27	0	0	0	0	0	18	0	0	0	0	45
07:45 AM	0	27	0	0	0	0	0	15	0	0	0	0	42
Total	0	74	0	0	0	0	0	41	0	0	0	0	115
08:00 AM	0	30	0	0	0	0	0	11	0	0	0	0	41
08:15 AM	0	25	0	0	0	0	0	13	0	0	0	0	38
08:30 AM	0	15	0	0	0	0	0	14	0	0	0	0	29
08:45 AM	0	16	0	0	0	0	0	17	0	0	0	0	33
Total	0	86	0	0	0	0	0	55	0	0	0	0	141
04:00 PM	1	24	0	1	0	0	0	23	0	0	0	0	49
04:15 PM	1	31	0	0	0	1	0	22	0	0	0	0	55
04:30 PM	2	32	0	0	0	0	0	27	0	0	0	0	61
04:45 PM	1	19	0	0	0	2	0	20	2	0	0	0	44
Total	5	106	0	1	0	3	0	92	2	0	0	0	209
05:00 PM	1	26	0	0	0	0	0	28	1	0	0	0	56
05:15 PM	0	31	0	2	0	1	0	32	2	0	0	0	68
05:30 PM	0	21	0	1	0	1	0	33	0	0	0	0	56
05:45 PM	0	27	0	0	0	0	0	22	0	0	0	0	49
Total	1	105	0	3	0	2	0	115	3	0	0	0	229
Grand Total	6	371	0	4	0	5	0	303	5	0	0	0	694
Apprch%	1.6	98.4	0	44.4	0	55.6	0	98.4	1.6	0	0	0	
Total %	0.9	53.5	0	0.6	0	0.7	0	43.7	0.7	0	0	0	

CITY TRAFFIC COUNTERS

626.991.7522

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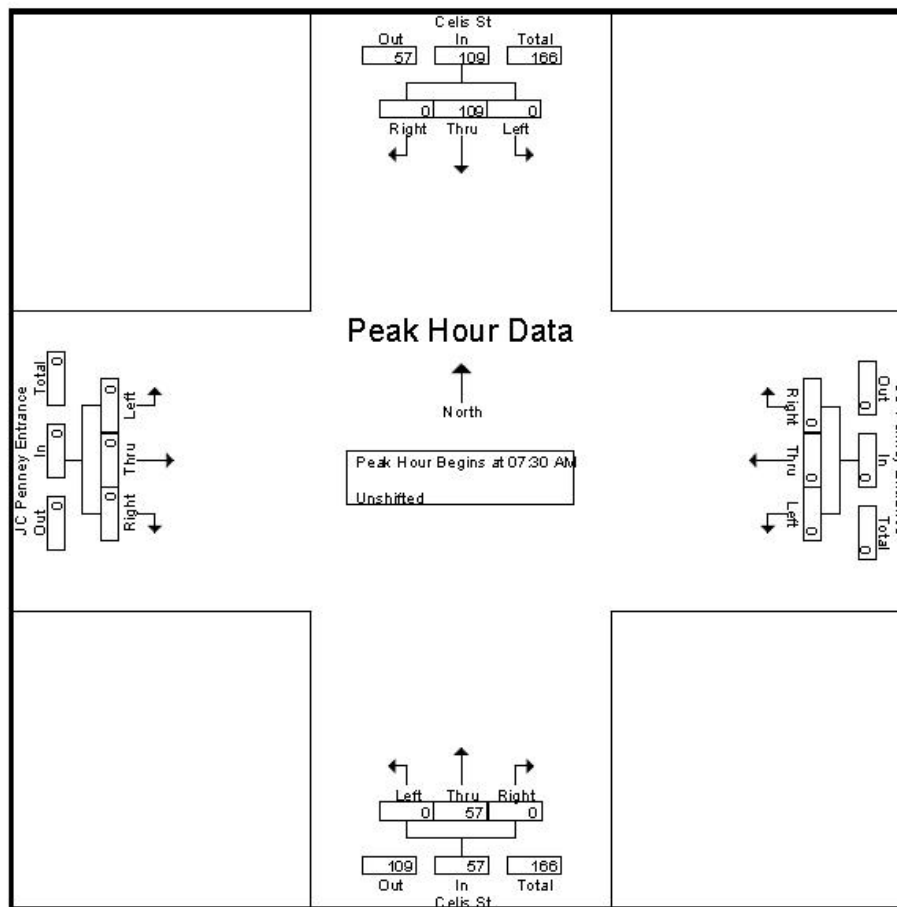
File Name : CelisPenneys

Site Code : 00000000

Start Date : 5/1/2014

Page No : 2

	Celis St Southbound				JC Penney Entrance Westbound				Celis St Northbound				JC Penney Entrance Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	27	0	27	0	0	0	0	0	18	0	18	0	0	0	0	45
07:45 AM	0	27	0	27	0	0	0	0	0	15	0	15	0	0	0	0	42
08:00 AM	0	30	0	30	0	0	0	0	0	11	0	11	0	0	0	0	41
08:15 AM	0	25	0	25	0	0	0	0	0	13	0	13	0	0	0	0	38
Total Volume	0	109	0	109	0	0	0	0	0	57	0	57	0	0	0	0	166
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.908	.000	.908	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.922



CITY TRAFFIC COUNTERS

626.991.7522

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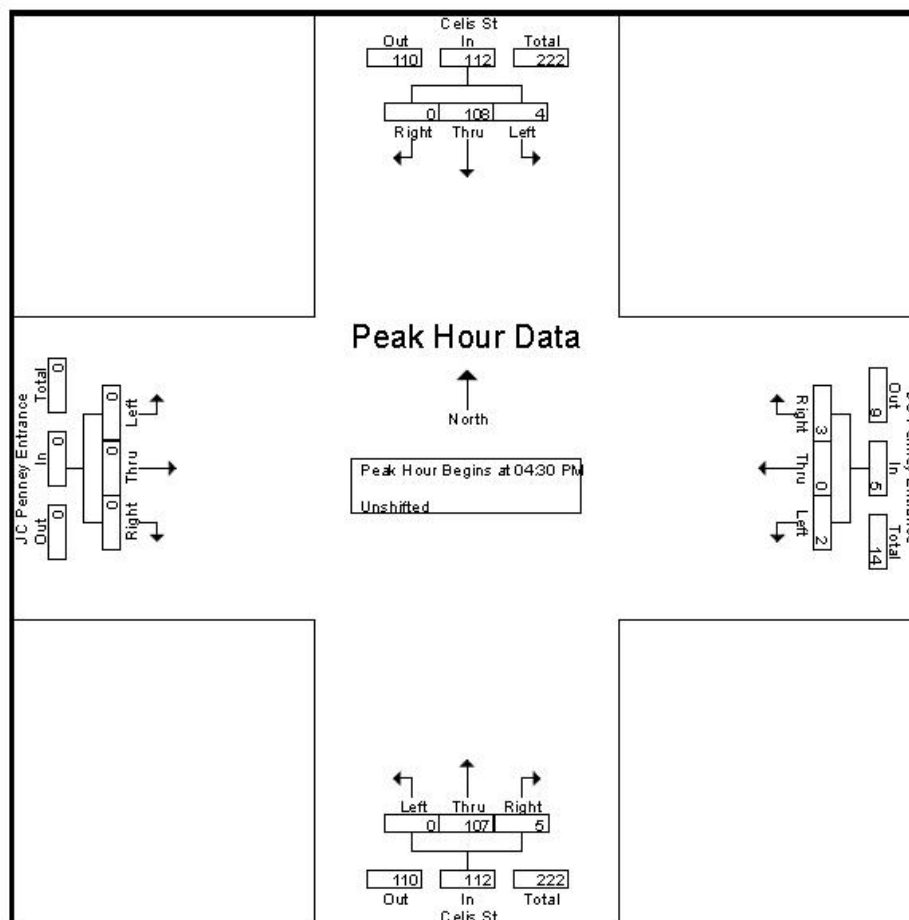
File Name : CelisPenneys

Site Code : 00000000

Start Date : 5/1/2014

Page No : 3

	Celis St Southbound				JC Penney Entrance Westbound				Celis St Northbound				JC Penney Entrance Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	32	0	34	0	0	0	0	0	27	0	27	0	0	0	0	61
04:45 PM	1	19	0	20	0	0	2	2	0	20	2	22	0	0	0	0	44
05:00 PM	1	26	0	27	0	0	0	0	0	28	1	29	0	0	0	0	56
05:15 PM	0	31	0	31	2	0	1	3	0	32	2	34	0	0	0	0	68
Total Volume	4	108	0	112	2	0	3	5	0	107	5	112	0	0	0	0	229
% App. Total	3.6	96.4	0		40	0	60		0	95.5	4.5		0	0	0		
PHF	.500	.844	.000	.824	.250	.000	.375	.417	.000	.836	.625	.824	.000	.000	.000	.000	.842



***Level of Service Analysis
Existing 2014 Conditions***

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and San Fernando Road **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-01 1

Problem Condition: Existing 2014 Traffic Conditions (Count Date: 5-1-14)
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	25	47	0	0	0	0	25	47	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	85	141	0	0	0	0	85	141	0.072	0.140		
N/B Right	0.0	0	5	36	0	0	0	0	5	36	0.000	0.000		
S/B Left	0.0	0	37	67	0	0	0	0	37	67	0.000	0.000		
S/B Thru	1.0	1600	185	191	0	0	0	0	185	191	0.139	0.161	0.139	0.161
S/B Right	1.0	1600	159	128	0	0	16	15	175	143	0.034	0.089		
E/B Left	1.0	1600	95	135	0	0	25	12	120	147	0.075	0.092	0.075	0.092
E/B Thru	2.0	3200	272	359	0	0	0	0	272	359	0.092	0.127		
E/B Right	0.0	0	22	46	0	0	0	0	22	46	0.000	0.000		
W/B Left	1.0	1600	9	18	0	0	0	0	9	18	0.006	0.011		
W/B Thru	2.0	3200	292	289	0	0	0	0	292	289	0.102	0.099	0.102	0.099
W/B Right	0.0	0	35	27	0	0	0	0	35	27	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.316	0.352
									Lost Time:				0.100	0.100
									Total V/C:				0.416	0.452
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2014
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and Celis Street
City: San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR
File Name: 2014-11-02 1
Problem Condition: Existing 2014 Traffic Conditions (Count Date: 5/1/14)
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	14	20	0	0	25	12	39	32	0.000	0.000	0.067	0.000
N/B Thru	1.0	1600	18	24	0	0	0	0	18	24	0.067	0.074		
N/B Right	0.0	0	25	51	0	0	25	12	50	63	0.000	0.000		
S/B Left	0.0	0	17	42	0	0	0	0	17	42	0.000	0.000	0.000	0.077
S/B Thru	1.0	1600	24	35	0	0	0	0	24	35	0.034	0.077		
S/B Right	0.0	0	13	46	0	0	0	0	13	46	0.000	0.000		
E/B Left	1.0	1600	13	18	0	0	0	0	13	18	0.008	0.011	0.118	0.147
E/B Thru	2.0	3200	333	433	0	0	0	0	333	433	0.118	0.147		
E/B Right	0.0	0	30	23	0	0	16	15	46	38	0.000	0.000		
W/B Left	1.0	1600	46	53	0	0	16	15	62	68	0.039	0.043	0.039	0.043
W/B Thru	2.0	3200	383	343	0	0	0	0	383	343	0.133	0.126		
W/B Right	0.0	0	42	60	0	0	0	0	42	60	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.224	0.267
									Lost Time:				0.100	0.100
									Total V/C:				0.324	0.367
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2014
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Road and Maclay Avenue City: San Fernando
 Project No.: CCE2014-11 Analyzed By: MYR File Name: 2014-11-03 1

Problem Condition: Existing 2014 Traffic Conditions (Count Date: 5/1/14)
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	8	28	0	0	0	0	8	28	0.000	0.000	0.000	0.171
N/B Thru	1.0	1600	82	177	0	0	0	0	82	177	0.076	0.171		
N/B Right	0.0	0	32	69	0	0	0	0	32	69	0.000	0.000		
S/B Left	0.0	0	30	44	0	0	0	0	30	44	0.000	0.000	0.138	0.000
S/B Thru	1.0	1600	185	202	0	0	0	0	185	202	0.138	0.168		
S/B Right	0.0	0	5	22	0	0	0	0	5	22	0.000	0.000		
E/B Left	0.0	0	6	11	0	0	0	0	6	11	0.000	0.000	0.000	0.089
E/B Thru	2.0	3200	267	247	0	0	0	0	267	247	0.088	0.089		
E/B Right	0.0	0	10	26	0	0	0	0	10	26	0.000	0.000		
W/B Left	0.0	0	31	45	0	0	0	0	31	45	0.000	0.000	0.098	0.000
W/B Thru	2.0	3200	259	200	0	0	0	0	259	200	0.098	0.086		
W/B Right	0.0	0	25	31	0	0	0	0	25	31	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.236	0.260
									Lost Time:				0.100	0.100
									Total V/C:				0.336	0.360
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2014
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity
 Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: _____

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Celis Street and Maclay AvenueCity: San FernandoProject No.: CCE2014-11 Analyzed By: MYRFile Name: 2014-11-04 1Problem Condition: Existing 2014 Traffic Conditions (Count Date: 5/1/14)Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	7	7	0	0	0	0	7	7	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	42	75	0	0	0	0	42	75	0.031	0.051		
N/B Right	1.0	1600	51	74	0	0	0	0	51	74	0.032	0.046		
S/B Left	0.0	0	19	36	0	0	0	0	19	36	0.000	0.000		
S/B Thru	1.0	1600	69	69	0	0	0	0	69	69	0.055	0.066	0.055	0.066
S/B Right	1.0	1600	10	7	0	0	0	0	10	7	0.006	0.004		
E/B Left	0.0	0	7	8	0	0	0	0	7	8	0.000	0.000	0.000	0.000
E/B Thru	1.0	1600	203	208	0	0	0	0	203	208	0.131	0.135		
E/B Right	1.0	1600	10	13	0	0	0	0	10	13	0.006	0.008		
W/B Left	0.0	0	33	30	0	0	0	0	33	30	0.000	0.000		
W/B Thru	1.0	1600	206	167	0	0	0	0	206	167	0.166	0.159	0.166	0.159
W/B Right	0.0	0	26	58	0	0	0	0	26	58	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.221	0.225
									Lost Time:				0.100	0.100
									Total V/C:				0.321	0.325
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2014
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Celis Street and Project Driveway City: San Fernando
 Project No.: CCE2014-11 Analyzed By: MYR File Name: 2014-11-05 1

Problem Condition: Existing 2014 Traffic Conditions (Count Date: 5/1/14)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes				Movement V/C				Critical V/C	
	Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	57	107	0	0	0	0	0.036	0.070		0.070
N/B Right	0.0	0	0	5	0	0	0	0	0.000	0.000		
S/B Left	0.0	0	0	4	0	0	0	0	0.000	0.000		0.000
S/B Thru	1.0	1600	109	108	0	0	0	0	0.068	0.070	0.068	0.070
S/B Right	0.0	0	0	0	0	0	0	0	0.000	0.000		
E/B Left	0.0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
E/B Thru	0.0	0	0	0	0	0	0	0	0.000	0.000	0.000	
E/B Right	0.0	0	0	0	0	0	0	0	0.000	0.000	0.000	
W/B Left	0.0	0	0	2	0	0	0	0	0.000	0.000	0.000	
W/B Thru	1.0	1600	0	0	0	0	0	0	0.000	0.003	0.000	0.003
W/B Right	0.0	0	0	3	0	0	0	0	0.000	0.000	0.000	
ANALYSIS RESULTS :								Sum Of Critical V/C:			0.068	0.143
								Lost Time:			0.100	0.100
								Total V/C:			0.168	0.243
								Level Of Service:			A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2014
 Annual Growth Factor: 2.00 Percent

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

***Level of Service Analysis
2016 Base Conditions***

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and San Fernando Road **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-01 3

Problem Condition: Future 2016 Traffic Volumes with Ambient Growth
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C		Critical V/C	
	No. Cap.		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	25	47	0	0	0	0	26	49	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	85	141	0	0	0	0	88	147	0.075	0.146		
N/B Right	0.0	0	5	36	0	0	0	0	5	37	0.000	0.000		
S/B Left	0.0	0	37	67	0	0	0	0	38	70	0.000	0.000		
S/B Thru	1.0	1600	185	191	0	0	0	0	192	199	0.144	0.168	0.144	0.168
S/B Right	1.0	1600	159	128	0	0	16	15	181	148	0.036	0.093		
E/B Left	1.0	1600	95	135	0	0	25	12	124	152	0.077	0.095	0.077	0.095
E/B Thru	2.0	3200	272	359	0	0	0	0	283	374	0.096	0.132		
E/B Right	0.0	0	22	46	0	0	0	0	23	48	0.000	0.000		
W/B Left	1.0	1600	9	18	0	0	0	0	9	19	0.006	0.012		
W/B Thru	2.0	3200	292	289	0	0	0	0	304	301	0.106	0.103	0.106	0.103
W/B Right	0.0	0	35	27	0	0	0	0	36	28	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.328	0.366
									Lost Time:				0.100	0.100
									Total V/C:				0.428	0.466
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and Celis Street City: San Fernando
 Project No.: CCE2014-11 Analyzed By: MYR File Name: 2014-11-02 3

Problem Condition: Future 2016 Conditions With 2% Annual Ambient Growth
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour		Volumes						Movement V/C		Critical V/C	
	Existing		Other Proj.		Project		Study Vol.				Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	14	20	0	0	25	12	40	33	0.000	0.000	0.068	0.000
N/B Thru	1.0	1600	18	24	0	0	0	0	19	25	0.068	0.077		
N/B Right	0.0	0	25	51	0	0	25	12	51	65	0.000	0.000		
S/B Left	0.0	0	17	42	0	0	0	0	18	44	0.000	0.000	0.000	0.080
S/B Thru	1.0	1600	24	35	0	0	0	0	25	36	0.035	0.080		
S/B Right	0.0	0	13	46	0	0	0	0	14	48	0.000	0.000		
E/B Left	1.0	1600	13	18	0	0	0	0	14	19	0.008	0.012	0.123	0.153
E/B Thru	2.0	3200	333	433	0	0	0	0	346	450	0.123	0.153		
E/B Right	0.0	0	30	23	0	0	16	15	47	39	0.000	0.000		
W/B Left	1.0	1600	46	53	0	0	16	15	64	70	0.040	0.044	0.040	0.044
W/B Thru	2.0	3200	383	343	0	0	0	0	398	357	0.138	0.131		
W/B Right	0.0	0	42	60	0	0	0	0	44	62	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.231	0.277
									Lost Time:				0.100	0.100
									Total V/C:				0.331	0.377
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Road and Maclay Avenue **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-03 3

Problem Condition: Future 2016 Conditions With 2% Annual Ambient Growth
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	8	28	0	0	0	0	8	29	0.000	0.000	0.000	0.178
N/B Thru	1.0	1600	82	177	0	0	0	0	85	184	0.079	0.178		
N/B Right	0.0	0	32	69	0	0	0	0	33	72	0.000	0.000		
S/B Left	0.0	0	30	44	0	0	0	0	31	46	0.000	0.000	0.000	0.143
S/B Thru	1.0	1600	185	202	0	0	0	0	192	210	0.143	0.174		
S/B Right	0.0	0	5	22	0	0	0	0	5	23	0.000	0.000		
E/B Left	0.0	0	6	11	0	0	0	0	6	11	0.000	0.000	0.000	0.092
E/B Thru	2.0	3200	267	247	0	0	0	0	278	257	0.092	0.092		
E/B Right	0.0	0	10	26	0	0	0	0	10	27	0.000	0.000		
W/B Left	0.0	0	31	45	0	0	0	0	32	47	0.000	0.000	0.000	0.102
W/B Thru	2.0	3200	259	200	0	0	0	0	269	208	0.102	0.090		
W/B Right	0.0	0	25	31	0	0	0	0	26	32	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.245	0.271
									Lost Time:				0.100	0.100
									Total V/C:				0.345	0.371
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Celis Street and Maclay AvenueCity: San FernandoProject No.: CCE2014-11 Analyzed By: MYRFile Name: 2014-11-04 3

Problem Condition: Future 2016 Conditions with 2% Annual Ambient Growth
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C		Critical V/C	
	No. Cap.		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	7	7	0	0	0	0	7	7	0.000	0.000		
N/B Thru	1.0	1600	42	75	0	0	0	0	44	78	0.065	0.101	0.065	0.101
N/B Right	0.0	0	51	74	0	0	0	0	53	77	0.000	0.000		
S/B Left	0.0	0	19	36	0	0	0	0	20	37	0.000	0.000	0.000	0.000
S/B Thru	1.0	1600	69	69	0	0	0	0	72	72	0.064	0.073		
S/B Right	0.0	0	10	7	0	0	0	0	10	7	0.000	0.000		
E/B Left	0.0	0	7	8	0	0	0	0	7	8	0.000	0.000	0.000	0.000
E/B Thru	1.0	1600	203	208	0	0	0	0	211	216	0.137	0.140		
E/B Right	1.0	1600	10	13	0	0	0	0	10	14	0.007	0.008		
W/B Left	0.0	0	33	30	0	0	0	0	34	31	0.000	0.000		
W/B Thru	1.0	1600	206	167	0	0	0	0	214	174	0.172	0.166	0.172	0.166
W/B Right	0.0	0	26	58	0	0	0	0	27	60	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.237	0.267
									Lost Time:				0.100	0.100
									Total V/C:				0.337	0.367
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Road and Maclay Avenue **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-05 3

Problem Condition: Future 2016 Conditions With 2% Annual Ambient Growth
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	57	107	0	0	0	0	59	111	0.037	0.073		0.073
N/B Right	0.0	0	0	5	0	0	0	0	0	5	0.000	0.000		
S/B Left	0.0	0	0	4	0	0	0	0	0	4	0.000	0.000		0.000
S/B Thru	1.0	1600	109	108	0	0	0	0	113	112	0.071	0.073	0.071	0.073
S/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
E/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
E/B Thru	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	
E/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	
W/B Left	0.0	0	0	2	0	0	0	0	0	2	0.000	0.000	0.000	
W/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.000	0.003	0.000	0.003
W/B Right	0.0	0	0	3	0	0	0	0	0	3	0.000	0.000	0.000	
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.071	0.149
									Lost Time:				0.100	0.100
									Total V/C:				0.171	0.249
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

***Level of Service Analysis
2016 Base + Project Conditions***

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and San Fernando Road **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-01 4

Problem Condition: Future 2016 Cumulative Traffic Volumes With Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C		Critical V/C	
	No.	Cap.	Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	25	47	0	0	0	0	26	49	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	85	141	0	0	0	0	88	147	0.075	0.146		
N/B Right	0.0	0	5	36	0	0	0	0	5	37	0.000	0.000		
S/B Left	0.0	0	37	67	0	0	0	0	38	70	0.000	0.000		
S/B Thru	1.0	1600	185	191	0	0	0	0	192	199	0.144	0.168	0.144	0.168
S/B Right	1.0	1600	159	128	0	0	16	15	181	148	0.036	0.093		
E/B Left	1.0	1600	95	135	0	0	25	12	124	152	0.077	0.095	0.077	0.095
E/B Thru	2.0	3200	272	359	0	0	0	0	283	374	0.096	0.132		
E/B Right	0.0	0	22	46	0	0	0	0	23	48	0.000	0.000		
W/B Left	1.0	1600	9	18	0	0	0	0	9	19	0.006	0.012		
W/B Thru	2.0	3200	292	289	0	0	0	0	304	301	0.106	0.103	0.106	0.103
W/B Right	0.0	0	35	27	0	0	0	0	36	28	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.328	0.366
									Lost Time:				0.100	0.100
									Total V/C:				0.428	0.466
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Mission Boulevard and Celis Street **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-02 4

Problem Condition: Future 2016 Cumulative Traffic Volume With Project
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	14	20	0	0	25	12	40	33	0.000	0.000	0.068	0.000
N/B Thru	1.0	1600	18	24	0	0	0	0	19	25	0.068	0.077		
N/B Right	0.0	0	25	51	0	0	25	12	51	65	0.000	0.000		
S/B Left	0.0	0	17	42	0	0	0	0	18	44	0.000	0.000	0.000	0.080
S/B Thru	1.0	1600	24	35	0	0	0	0	25	36	0.035	0.080		
S/B Right	0.0	0	13	46	0	0	0	0	14	48	0.000	0.000		
E/B Left	1.0	1600	13	18	0	0	0	0	14	19	0.008	0.012	0.123	0.153
E/B Thru	2.0	3200	333	433	0	0	0	0	346	450	0.123	0.153		
E/B Right	0.0	0	30	23	0	0	16	15	47	39	0.000	0.000		
W/B Left	1.0	1600	46	53	0	0	16	15	64	70	0.040	0.044	0.040	0.044
W/B Thru	2.0	3200	383	343	0	0	0	0	398	357	0.138	0.131		
W/B Right	0.0	0	42	60	0	0	0	0	44	62	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.231	0.277
									Lost Time:				0.100	0.100
									Total V/C:				0.331	0.377
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: San Fernando Road and Maclay Avenue **City:** San Fernando
Project No.: CCE2014-11 **Analyzed By:** MYR **File Name:** 2014-11-03 4

Problem Condition: Future 2016 Cumulative Traffic Volume With Project
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	8	28	0	0	16	15	24	44	0.000	0.000	0.000	0.188
N/B Thru	1.0	1600	82	177	0	0	0	0	85	184	0.089	0.188		
N/B Right	0.0	0	32	69	0	0	0	0	33	72	0.000	0.000		0.000
S/B Left	0.0	0	30	44	0	0	0	0	31	46	0.000	0.000		
S/B Thru	1.0	1600	185	202	0	0	0	0	192	210	0.143	0.174	0.143	
S/B Right	0.0	0	5	22	0	0	0	0	5	23	0.000	0.000		
E/B Left	0.0	0	6	11	0	0	0	0	6	11	0.000	0.000	0.000	0.097
E/B Thru	2.0	3200	267	247	0	0	10	5	288	262	0.103	0.097		
E/B Right	0.0	0	10	26	0	0	25	11	35	38	0.000	0.000		0.000
W/B Left	0.0	0	31	45	0	0	0	0	32	47	0.000	0.000		
W/B Thru	2.0	3200	259	200	0	0	7	6	276	214	0.105	0.092	0.105	
W/B Right	0.0	0	25	31	0	0	0	0	26	32	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.248	0.285
									Lost Time:				0.100	0.100
									Total V/C:				0.348	0.385
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Celis Street and Maclay Avenue City: San Fernando
 Project No.: CCE2014-11 Analyzed By: MYR File Name: 2014-11-04 4

Problem Condition: Future 2016 Cumulative Traffic Volume With Project
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	7	7	0	0	0	0	7	7	0.000	0.000	0.000	0.103
N/B Thru	1.0	1600	42	75	0	0	3	3	47	81	0.067	0.103		
N/B Right	0.0	0	51	74	0	0	0	0	53	77	0.000	0.000		
S/B Left	0.0	0	19	36	0	0	0	0	20	37	0.000	0.000	0.000	0.067
S/B Thru	1.0	1600	69	69	0	0	6	3	78	75	0.067	0.075		
S/B Right	0.0	0	10	7	0	0	0	0	10	7	0.000	0.000		
E/B Left	0.0	0	7	8	0	0	0	0	7	8	0.000	0.000	0.000	0.000
E/B Thru	1.0	1600	203	208	0	0	0	0	211	216	0.137	0.140		0.179
E/B Right	1.0	1600	10	13	0	0	7	7	17	21	0.011	0.013		
W/B Left	0.0	0	33	30	0	0	0	0	34	31	0.000	0.000		
W/B Thru	1.0	1600	206	167	0	0	0	0	214	174	0.187	0.179	0.187	
W/B Right	0.0	0	26	58	0	0	23	21	50	81	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.254	0.282
									Lost Time:				0.100	0.100
									Total V/C:				0.354	0.382
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Celis Street and Project Driveway City: San Fernando
 Project No.: CCE2014-11 Analyzed By: MYR File Name: 2014-11-05 4

Problem Condition: Future 2016 Cumulative Volume With Project
Existing Geometric Configuration

Movement	Available		Peak		Hour		Volumes				Movement V/C		Critical	
	Lanes		Existing		Other Proj.		Project		Study Vol.		Per Lane		V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.093
N/B Thru	1.0	1600	57	107	0	0	0	0	59	111	0.060	0.093		
N/B Right	0.0	0	0	5	0	0	36	32	36	37	0.000	0.000		
S/B Left	0.0	0	0	4	0	0	35	31	35	35	0.000	0.000	0.000	0.093
S/B Thru	1.0	1600	109	108	0	0	0	0	113	112	0.093	0.092	0.093	
S/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
E/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
E/B Thru	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
E/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
W/B Left	0.0	0	0	2	0	0	54	25	54	27	0.000	0.000		0.035
W/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.068	0.035	0.068	
W/B Right	0.0	0	0	3	0	0	54	25	54	28	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.160	0.127
									Lost Time:				0.100	0.100
									Total V/C:				0.260	0.227
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2014
 Study Volume Year: 2016
 Annual Growth Factor: 2.00 Percent

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lane Capacity

Single Through Lane = 1600 Vehicles Per Hour
 Single Turn Lane = 1600 Vehicles Per Hour
 Dual Turn Lane = 2880 Vehicles Per Hour

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

ATTACHMENT “B”**ORDINANCE NO. 1634**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN FERNANDO ADOPTING ZONE MAP AMENDMENT 2014-001, AMENDING THE ZONING MAP OF THE CITY OF SAN FERNANDO TO REZONE PORTIONS OF 1140-1148 SAN FERNANDO ROAD FROM THE TRUMAN/SAN FERNANDO DISTRICT AND MIXED-USE TRANSITION SUB-DISTRICT OF THE SP-4 (CORRIDORS SPECIFIC PLAN) ZONE TO THE DOWNTOWN DISTRICT AND SAN FERNANDO MALL DISTRICT OF THE SP-4 (CORRIDORS SPECIFIC PLAN) ZONE

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as “Applicant,” has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the “Project”;

WHEREAS, the Project would require an amendment to the “Existing City Districts and Land Use Sub-Districts” and “Existing Downtown Core District and Sub-District” maps (Exhibits “A” and “C”) of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140-1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone (Exhibits “B” and “D”);

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J. C. Penney’s building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, in light of the proposed Project’s impact on the character defining architectural features and appurtenances of the J. C. Penney’s building front façade along San Fernando Road it was determined by the City’s chief planning official that good cause existed to schedule the Planning and Preservation Commission’s consideration of a “Resolution of Intention” pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J. C. Penney’s building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City's chief planning official will submit the Planning and Preservation Commission's Resolution of Intention recommending historic designation of the J. C. Penney's building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 meeting in order to ensure City Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building front façade and appurtenances;

WHEREAS, pursuant to San Fernando City Code Section 106-20(c), an official amendment to the zoning map may be adopted by the City Council only if the following findings of fact can be made in a positive manner: (1) the proposed amendment is consistent with the objectives, policies, general land uses and programs of the City's General Plan; and (2) the adoption of the proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare;

WHEREAS, the Planning and Preservation Commission of the City of San Fernando conducted a duly noticed public hearing on Monday, June 23, 2014 to consider the Project, and following the receipt of public testimony, closed the hearing;

WHEREAS, pursuant to San Fernando City Code Section 106-20(c), the Planning and Preservation Commission determined, by way of Planning and Preservation Commission Resolution 2014-08 adopted on June 23, 2014, that the Project that includes the Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and historic designation of the J. C. Penney's building front façade along San Fernando Road as a City historic resource is consistent with the objectives, policies, general land uses and programs of the City's General Plan and the adoption of the proposed zone amendment would not be detrimental to the public interest, health, safety, convenience or welfare, and recommended approval of the Project by the City Council;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN FERNANDO DOES ORDAIN AS FOLLOWS:

SECTION 1. A notice of public hearing regarding the Project was given pursuant to San Fernando City Code Section 106-72 and in compliance with Government Code Section 65090.

SECTION 2. The City Council of the City of San Fernando conducted a duly noticed public hearing on Wednesday, June 25, 2014, to consider the Project, and following the receipt of public testimony, closed the hearing;

SECTION 3. Environmental Findings.

(a) Pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando, as the Lead Agency overseeing the environmental review for the proposed Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and a related Affordable Housing Project, has prepared an Initial

Study of the potential environmental effects of the proposed Zone Change 2012-01 and the related affordable housing project. The related affordable housing project, a proposed General Plan amendment and site plan review, and the proposed Zone Change 2012-01 constitute the "Project" evaluated pursuant to CEQA.

(b) Based upon the findings contained in the Initial Study, the City determined that the Project may have potential significant effects on the environment attributed to growth associated with the proposed Project. Pursuant to CEQA, the environmental assessment provided for a comprehensive analysis of potential significant environment effects and includes mitigation measures that will provide for the reduction of identified environmental impacts to "less than significant" levels. Based upon the findings contained in the Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the Project would have a significant effect on the environment. Based upon that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

(c) The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, found, in Resolution No. 7619: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment. The City Council further found in Resolution No. 7619 that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council. Based on these findings, the City Council adopted the Mitigated Negative Declaration for this Project in Resolution No. 7619.

(d) The City Council has also reviewed and considered the associated Mitigation Measures for the Project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and found, in Resolution No. 7619, that such Program is designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopted the associated Mitigation Measures for the Project in Resolution No. 7619.

(e) The custodian of records for the Initial Study, Mitigated Negative Declaration, associated Mitigation Measures and all other materials that constitute the record of proceedings upon which the City Council's decision was based is the Community Development Director of the City of San Fernando. Those documents are available for public review in the Planning Department of the City of San Fernando located at 117 Macneil Street, California 91340, telephone (818) 898-1200.

SECTION 4. The City Council hereby adopts the findings and the determination made by the San Fernando Planning and Preservation Commission in Resolution No. 2014-08 for approval of the Project:

(a) The Project is consistent with the objectives, policies, general land uses and programs of the City's General Plan.

The proposed Zone Map Amendment 2014-001 as noted in Exhibits "B" and "D" as included herein would change the current zoning of portions two parcels of land that comprise the Mixed Use Development Project site at 1140-1148 San Fernando Road. As part of the Mixed Use Development Project, the portions of the two properties located at 1140-1148 San Fernando Road (Los Angeles County Assessor's Parcel Numbers: 2521-032-008 and 2521-032-007) would be rezoned from their current SP-4 (Corridors Specific Plan) zoning Truman/San Fernando District and Mixed Use Transition Sub-District to the Downtown District and San Fernando Mall Sub-District zoning classification. The proposed rezoning would facilitate the development of a mixed use project with 101 one-bedroom units designated as affordable to eligible to low-income households making 60 percent of the County Area Median Income, 17,455 square feet of ground floor commercial, 108 on-site parking spaces for residents and guests to be constructed within a new four-story building that preserves the J. C. Penney's building front façade facing San Fernando Road.

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multi-story buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The proposed mixed use project's building design and site improvements resulting from the proposed zone map amendment are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote

compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown

area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 - 35).

- The Project will not be detrimental to the public interest, health, safety, convenience or welfare.

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140-1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above grand level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand. Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause, phrase in this ordinance or any part thereof is for any reason held to be invalid or unconstitutional or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared invalid, unconstitutional, or ineffective.

SECTION 6. The City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of San Fernando at a regular meeting held on this ____ day of _____, 2014.

Sylvia Ballin, Mayor

ATTEST:

Elena G. Chávez, City Clerk

APPROVED AS TO FORM:

Rick R. Olivarez, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF SAN FERNANDO)

I, ELENA G. CHÁVEZ, City Clerk of the City of San Fernando, do hereby certify that the foregoing Ordinance was adopted a regular meeting of the City Council held on the ____ day of _____, 2014 and was carried by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Elena G. Chávez, City Clerk

EXHIBIT "A"

EXISTING SP-4 Zone Districts and Land Use Sub-Districts Map

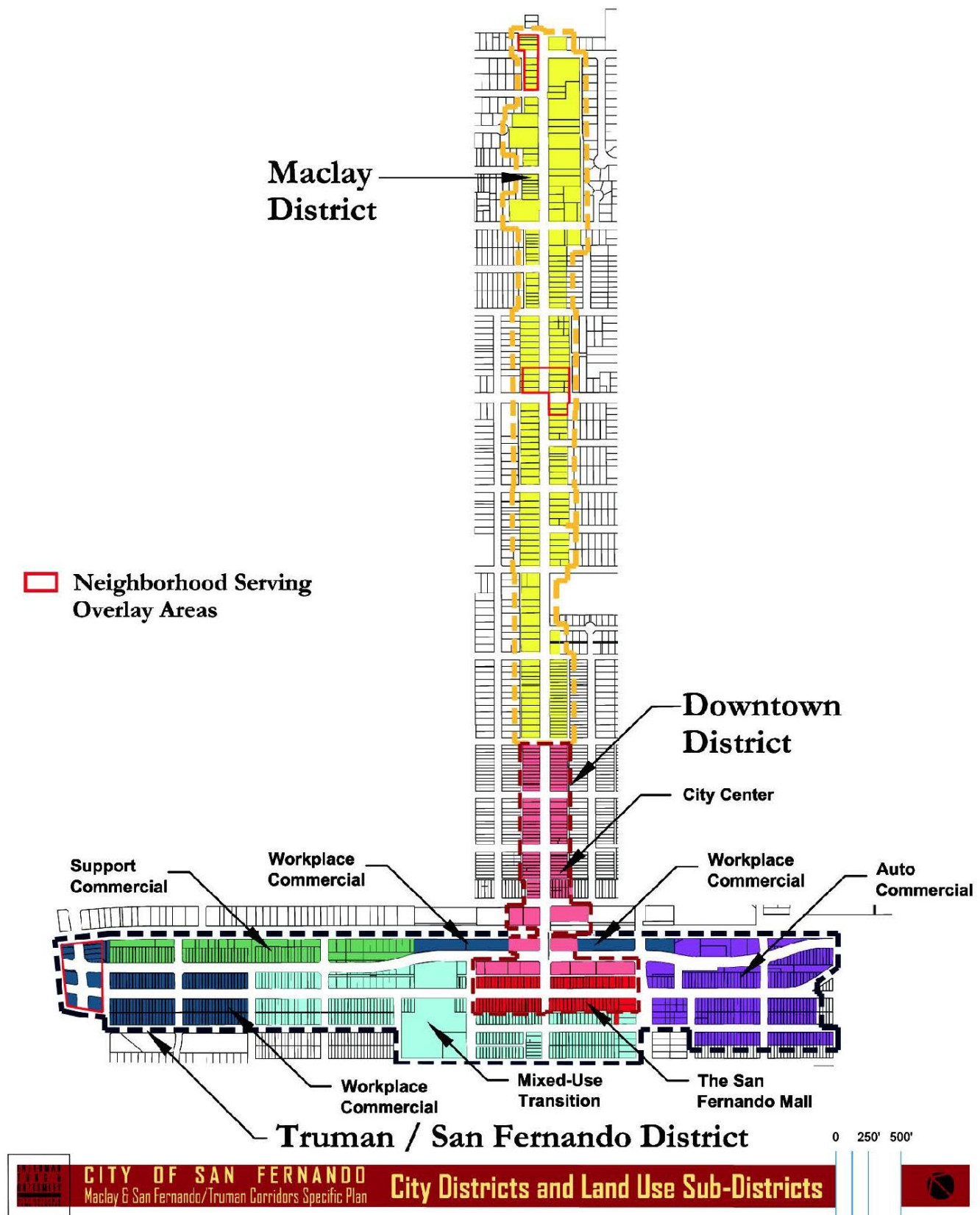


EXHIBIT "B"

PROPOSED SP-4 Zone Districts and Land Use Sub-Districts Map

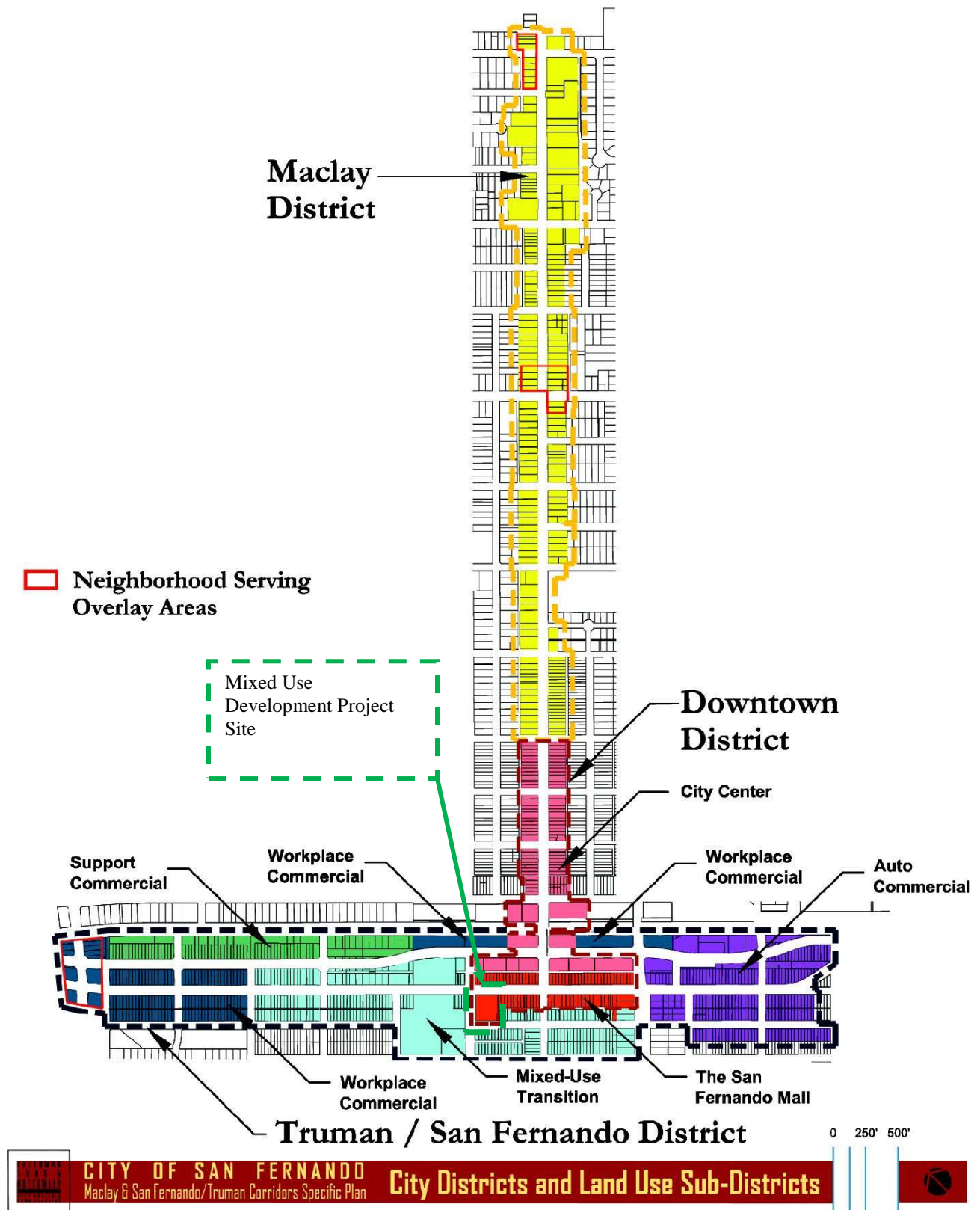


EXHIBIT "C"

EXISTING DOWNTOWN CORE DISTRICT AND SUB-DISTRICTS MAP

The City Center The San Fernando Mall



CITY OF SAN FERNANDO
MacLay & San Fernando/Truman Corridors Specific Plan

Downtown Core District and Sub-Districts

0 250' 500'



EXHIBIT "D"

PROPOSED DOWNTOWN CORE DISTRICT AND SUB-DISTRICTS MAP



ATTACHMENT "C"

RESOLUTION NO. 7620**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN FERNANDO APPROVING DESIGNATION OF THE J. C. PENNEY'S BUILDING FRONT FAÇADE ARCHITECTURAL FEATURES, APPURTENANCES, AND SIGN TYPES AT 1140 SAN FERNANDO ROAD AS A CITY HISTORIC RESOURCE**

WHEREAS, an application had been filed by City resident, Paul Luna with the City of San Fernando on June 19, 2012, requesting City consideration to designate the J. C. Penney building located at 1140 San Fernando Road, San Fernando, CA 91340 as a City historic resource;

WHEREAS, Aszkenazy Development Inc., owner of 1140 San Fernando Road, LLC., has been notified in writing of the request to designate the property, building, and all associated improvements as a historic resource and had been provided notification of this public hearing a minimum of 10 days before said public hearing, pursuant to City Code Sections 106-1386(3 and 4);

WHEREAS, on April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan to establish goals, objectives, and policies for the preservation of the City's historic structures and neighborhoods and subsequently, on November 17, 2008, adopted the Historic Preservation Ordinance to provide for the recognition, preservation and use of historic resources in the City of San Fernando;

WHEREAS, the Planning and Preservation Commission is responsible for the initial review of a request for designation of an improvement as a City historic resource and making a recommendation to the City Council on the proposed historic resource designation pursuant to City Code Sections 106-1386(3 and 4) and Section 106-1405(3);

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the proposed historic designation, written and oral at the public hearing held on the 5th day of September 2012;

WHEREAS, the Planning and Preservation Commission adopted Resolution 2012-09 on September 5, 2012, recommending to the City Council designation of the J. C. Penney's building and exterior signs as a City historic resources;

WHEREAS, Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J. C. Penney's building at 1140 San Fernando Road merited consideration for designation as a local landmark, the City's chief planning official sought in written correspondence to the owner, to obtain from the property owner's consent to such designation;

WHEREAS, the chief planning official after being unable to obtain the property owner's written consent at that time determined that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent;

WHEREAS, On April 1, 2014, Project applicant Ian Fitzsimmons on behalf of Aszkenazy Development Inc., owner of the property at 1140-1148 San Fernando Road, submitted site plan review, variance and zone map amendment applications in order to construct a four-story mixed use project with 101 residential dwelling units on three floors above 17,455 square feet of ground floor retail with an initial plan showing 106 units of on-site residential and guest parking located within a subterranean parking garage and floor parking area to be developed on a site consisting of two SP-4 (Corridors Specific Plan) zoned properties at 1140-1148 San Fernando Road (the “Project”);

WHEREAS, the proposed Project request includes a request to preserve certain features of the J. C. Penney’s building, but not the entire structure; and,

WHEREAS, in light of the proposed Project’s impact on the character defining architectural features and appurtenances of the J. C. Penney’s building front façade along San Fernando Road it was determined by the City’s chief planning official that good cause existed to schedule the Planning and Preservation Commission’s consideration of a “Resolution of Intention” pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J. C. Penney’s building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City’s chief planning official will submit the Planning and Preservation Commission’s Resolution of Intention recommending historic designation of the J. C. Penney’s building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 meeting in order to ensure City Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney’s building front façade and appurtenances;

WHEREAS, upon further review of the J. C. Penney’s building and the various architectural features and appurtenances that still exist on the building’s front façade elevation at 1140 San Fernando Road, it is City staff’s assessment that said architectural features and appurtenances found on the J. C. Penney’s building’s front elevation facing San Fernando Road would merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources and therefore merit further consideration by the City’s Planning and Preservation Commission and subsequently the City Council;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando’s CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City’s environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project’s approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described

mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the Project, written and oral at the public hearing held on the June 23, 2014;

WHEREAS, on June 23, 2014, the Planning and Preservation Commission reviewed and subsequently approved a “Resolution of Intent” (Planning and Preservation Commission Resolution No. 2014-07) recommending designation of the J. C. Penney’s building front façade architectural features and appurtenances to the City Council for their consideration at the City Council’s June 25, 2014 meeting in order to ensure City Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney’s building front façade and appurtenances;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN FERNANDO DOES HEREBY RESOLVE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2. On June 23, 2014, the Planning and Preservation Commission held a duly noticed public hearing and adopted Resolution Nos. 2014-06, 2014-07, and 2014-08, finding that: the proposed Mixed Use Project that includes 101 units of affordable housing on three floors above 17,455 square foot ground floor commercial and 108 on-site parking spaces for residents and guest merits approval of a variance to deviate from the 50-foot maximum building height and 15-foot setback for residential uses; approval of the proposed zone map amendment to re-zone the entire mixed use project site as part of the San Fernando Corridors Specific Plan SP-4, Downtown District and San Fernando Mall Sub-District is in conformance with the City’s General Plan and will not be detrimental to public health, safety, and general welfare; and, that the designation of the J. C. Penney’s building front façade as a City historic resource is warranted. In addition, the Planning and Preservation Commission recommended the City Council’s adoption of the Mitigated Negative Declaration and associated mitigation measures for the Project.

SECTION 3. On June 25, 2014, the City Council held a duly noticed public hearing to consider the proposed Zone Map Amendment 2014-001, historic designation of the J. C. Penney’s building front façade architectural features and appurtenances, the Mitigated Negative Declaration for the Mixed Use Development at 1140-1148 San Fernando Road and the findings and recommendations made by the Planning and Preservation Commission. Evidence, both written and oral, was presented at the public hearing.

A. The public hearing afforded opportunities for public testimony and comments on the Mixed Use Development at 1140-1148 San Fernando Road.

B. Notice of the public hearing was given pursuant to San Fernando City Code Section 106-72, and notice of the public hearing was given to the Applicant and mailed to all property owners within 500 feet of the Mixed Use Development Project at 1140-1148 San Fernando Road ten days prior to the hearing.

C. Notice of the public hearing was also given in compliance with Government Code Sections 65090 and 65091.

SECTION 4. The City Council makes the following environmental findings and determinations:

A. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City of San Fernando, as the Lead Agency overseeing the environmental review for the proposed Mixed Use Development Project, has prepared an Initial Study of the potential environmental effects of the proposed Affordable Housing Project. The Mixed Use Development Project includes applications for a Zone Map Amendment 2014-001, Variance 2014-001, Site Plan Review 2014-008, and a proposed to designate the J. C. Penney's building front façade architectural features and appurtenances on San Fernando Road as a City historic resource. The proposed Mixed Use Development Project and associated zone map amendment, variance, site plan review, and historic designation proposal together constitute the "Project" evaluated pursuant to CEQA.

B. Based upon the findings contained in the Initial Study, the City determined that the Project may have potential significant effects on the environment attributed to growth (*i.e.*, aesthetics, air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public service, and utilities impacts) associated with the proposed Project. Pursuant to CEQA, the environmental assessment provided for a comprehensive analysis of potential significant environment effects and includes mitigation measures that will provide for the reduction of identified environmental impacts to "less than significant" levels. Based upon the findings contained in the Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the Project would have a significant effect on the environment. Based upon that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

C. The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment. The City Council further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council. Based on these findings, the City Council hereby adopts the Mitigated Negative Declaration for this Project.

D. The City Council has also reviewed and considered the proposed Mitigation Measures noted in the Mitigated Negative Declaration and Initial Study for the Project that has been prepared

pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such mitigation measures are designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopts the identified mitigation measures for the Project.

E. The custodian of records for the Initial Study, Mitigated Negative Declaration, and associated mitigation measures and all other materials that constitute the record of proceedings upon which the City Council's decision is based is the Community Development Director of the City of San Fernando. Those documents are available for public review in the Planning Department of the City of San Fernando located at 117 Macneil Street, California 91340, telephone (818) 898-1200.

SECTION 5. Pursuant to City Code Section 106-1385(a), the Planning and Preservation Commission has determined and the City Council concurs that the improvement that is the subject of the historic resource designation request has met the following criteria to merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources:

- 1) It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney's building at 1140 San Fernando Road includes unique architectural features and appurtenances along the San Fernando building façade that are sometimes found on modern-style buildings of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

As clearly exemplified in the front building façade facing San Fernando Road, the treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road consists of scored horizontal stucco with its edges "framed" by stepped molding made of terra cotta tile and include three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the type of blade and individual letters as well as font type that currently spell out "PENNEY'S" and "J. C. Penney Company", the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building facing San Fernando Road.

The façade treatment at the rear of the building along Celis Street is non-descript and includes horizontal score lines on a predominantly flat façade with a secondary entrance for customers and well as an opening for the delivery and pick door. The façade along Celis Street does not add significantly to the character defining features of the building and could be considered as the "working/business" end portion of the building facing onto the street

and adjacent public parking lot where deliveries had historically occurred. Therefore, it is staff's assessment that the rear façade does not merit preservation as part of the Project as they do not add any greater understanding of the architectural style or method of construction of the building as can be found to a greater degree in the front building façade facing San Fernando Road.

As previously noted, the character defining features of the building exist along the San Fernando Road street elevation and these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney's building post-war modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building as expressed in the front façade features visible along San Fernando Road incorporates and retains the use of high quality building materials that are unique to the period of this architectural style.

2) It has yielded, or is likely to yield, information important in the history of the City, region, state or nation.

The J. C. Penney's building front façade architectural features and appurtenances provide an excellent example of post-war Modern commercial architecture, with the building as a whole remaining relatively unchanged since it was first built in 1953. Preservation of these improvements and designation of said features as a City historic resource would help in preserving the San Fernando Mall's historic identity as an outdoor promenade and a shopping district with regional significance while still facilitating future adaptive reuse of the site at 1140 San Fernando Road. An established name in San Fernando since 1927, the J. C. Penney's building and business occupancy are recognized fixtures in the City that have been frequented by many generations of residents. Preservation of the front façade architectural features and appurtenances as well as photographic documentation of the entire building's interior and exterior will ensure that important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer and associated building and site as one of the few small neighborhood J. C. Penney stores from the post-World War II era are retained. Therefore, the preservation of the J. C. Penney's building distinctive character defining architectural features and appurtenances as noted in the front building elevation facing San Fernando Road will continue to yield important information about the history of the City and more specifically the San Fernando Mall, and the preserve the history of the J. C. Penney Company's early development of neighborhood service retail department stores.

SECTION 6. The City Council also concurs with the Planning and Preservation Commission's finding that the proposed Project, which includes the preservation of the J. C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road merits designation of said features as City historic resource based on the following finding:

3) The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the Project is

either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the Project's inconsistency with any purpose of this division.

The front façade of the former J. C. Penney's building would continue to be recognized as a physical record of its time, place, and use (1953 department store in San Fernando), as it would be incorporated into the new building. The remaining physical record of the building, except for the south wall, would be removed to accommodate the project, which would then have the appearance of a four-story mixed use building, rather than a two-story department store. According to the developer, the contemporary design of the new mixed use building is intended to complement the preserved San Fernando Road façade of the former J.C. Penney store through the use of additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original storefront.

The Project would require major alterations to the former J. C. Penney building to change the use from a two-story, 60,000-sf department store to a four-story, mixed use building. The project would incorporate the existing, east-facing façade of the former J. C. Penney building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, into the new apartment building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the building's distinctive materials and features would be retained and preserved (namely the front-facing façade and signage), the vast majority of the building or over 50 percent of the property would be demolished in order to change the use from primarily commercial to a mixed use building with ground floor commercial and three floors above of residential apartment units. The rear-facing façade along Celis Street with its less than significant design features would be removed, including the entrance display windows and the horizontal score lines along the otherwise flat, rear wall. Therefore, the Project's required alterations to building, which includes removal of the rear facing façade with its less distinctive store front window openings and horizontal score lines, would not be consistent with the one or more of the Secretary Standards that seek to limit modifications to "minimal changes" to the property's "distinctive materials, features, spaces, and spatial relationships".

However, preservation of the character defining features J. C. Penney's building front façade, including the distinctive features such as sign type (blade and individual channel letter signs), recessed entrance, ground floor storefront windows and incorporating them into the final design of the new four-story, mixed use building is consistent with the following General Plan goals, objectives and policies:

- ✓ The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the

City to preserve the retail history of the mall and breathes “new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care”. Collectively, the Project’s proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

- ✓ The Project as proposed complies with the goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney’s building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse of these character defining features rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City’s ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney’s building front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

Lastly, the preservation of the J. C. Penney’s building front façade and photographic and archival documentation of the building design, construction and use shall be undertaken by the City and interpretive materials photographic, written and otherwise shall be incorporated into the final Project design as required by the City’s Cultural Resources Mitigation Measures included as Section 3.5.4 of the San Fernando Initial Study and Mitigated Negative Declaration for Mixed Use Project at 1140-1148 San Fernando Road (June 6, 2014). The project documentation of the entire building and historical archiving of the building is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

SECTION 7. Based on the aforementioned findings, the City Council concurs with the Planning and Preservation Commission determination that the J. C. Penney’s building front façade elevation facing San Fernando Road that includes character defining architectural features and appurtenances located at 1140 San Fernando Road merits designation as a City historic resource based on its meeting two of the required criterion noted in the City’s Historic Preservation Ordinance and inclusion into the City of San Fernando Register of Historic Resources. Designation of the J. C.

Penney's character defining features found on the building front façade elevation facing San Fernando Road would help with preservation of the character defining features while still facilitating future redevelopment of the site.

SECTION 8. The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

BE IT FURTHER RESOLVED that based upon the foregoing, the City Council hereby approves the designation of said architectural features and appurtenances found on the J. C. Penney's building front elevation facing San Fernando Road as a City historic resource and inclusion in the San Fernando Register of Historic Resources, pursuant to designation requirements outlined in City Code Section 106-1386 et. seq.

SECTION 9. If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution or any part thereof is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, paragraph, sentence, clause or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional, or invalid, or ineffective.

SECTION 10. The City Clerk shall certify to the passage and adoption of this Resolution and it shall thereupon take effect.

SECTION 11. The City Council hereby directs the City Clerk 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 25th day of June, 2014.

Sylvia Ballin, Mayor

ATTEST:

Elena G. Chávez, City Clerk

APPROVED AS TO FORM:

Rick R. Olivarez, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I HEREBY CERTIFY that the foregoing Resolution was approved and adopted at a regular meeting of the City Council held on the 25th day of June, 2014, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Elena G. Chávez, City Clerk

ATTACHMENT "D"**RESOLUTION NO. 2014-06****A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
OF THE CITY OF SAN FERNANDO APPROVING VARIANCE 2014-001 AND
SITE PLAN REVIEW 2014-008 FOR THE MIXED USE PROJECT AT 1140-1148
SAN FERNANDO ROAD**

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as "Applicant," has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the "Project";

WHEREAS, the Project would require an amendment to the "City Districts and Land Use Sub-Districts" map of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140 and 1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone;

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J.C. Penney's building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, subject to the final approval of the Zone Map Amendment 2014-001 and the adoption of the Initial Study and Mitigated Negative Declaration by the City Council at their upcoming meeting on June 25, 2014, the applicant has requested approval of Variance 2014-001 and Site Plan Review 2014-008 to allow construction of the proposed mixed use project as noted in the conceptual plans reviewed and approved by the Planning and Preservation Commission on June 23, 2014 and deviate from the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 2

District development standards in order to build the proposed multi-story building that exceeds the maximum 50-foot building height and does not setback the upper residential floors 15 feet, but instead seeks to build the three floors of residential at the back of sidewalk along all three the buildings street frontages facing San Fernando Road, San Fernando Mission Boulevard, and Celis Street;

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed Variance 2014-001 and Site Plan Review 2014-008 on June 23, 2014 at 7:00 p.m., and proper public notice was duly given pursuant to Code Section 106-72, et al.;

WHEREAS, the Planning and Preservation Commission has considered all of the evidence presented in connection with the Project and associated Variance 2014-001 and Site Plan Review 2014-008, written and oral at the public hearing held on the 23rd day of June 2014; and,

WHEREAS, the Planning and Preservation Commission's findings for approval of the Variance 2014-001 and Site Plan Review 2014-008 were memorialized in writing in the form of Planning and Preservation Commission Resolution 2014-06 on June 23, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 1: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff reports, with regard to the Project, the Planning and Preservation Commission concurred with the City planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect at their meeting on June 25, 2014; and

SECTION 2: The proposed project and provisions for its design and on-site and off-site physical improvements as noted in the conceptual plans submitted to the Planning and Preservation Commission on June 23, 2014, as part of Variance 2014-001 and Site Plan Review 2014-008 are consistent with the objectives, policies, and general land uses and programs provided in the City's General Plan and Zoning Code; and

SECTION 3: Pursuant to City Code §106-295, the Planning and Preservation Commission has determined that the following findings for Variance 2014-001 have been justified and upheld in the affirmative; allowing the proposed mixed use project to deviate from the city's 50-foot maximum building height and 15-foot minimum setback for residential uses within the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-District and result in the a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units designated as affordable to eligible low-income households, and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 3

areas for the subject property located at 1140-1148 San Fernando Road. The Planning and Preservation Commission findings are as follows:

- 1) There are special circumstances or exceptional characteristics applicable to the property involved, including size, shape, topography, location, or surroundings such that strict application of the zoning ordinance deprives such property of privileges, enjoyed by other property in the vicinity and under the identical zoning classification.**

It is staff's assessment that the variances from the city's applicable development standards in order to deviate from the City's requirements to maintain 50-foot maximum building height and minimum 15-foot front and side setbacks for the three residential floors above ground level for similarly zoned SP-4 (Corridors Specific Plan) zoned property located within the Downtown District, San Fernando Mall Sub-District are warranted based on the lots physical constraints that limit the ability to develop a mixed use project four story building with 17,455 square feet of ground floor commercial, 101 residential units on three floors above ground level and 108 residential and guest parking spaces to be provided within the proposed subterranean parking level (82 parking spaces) ground floor parking area (26 parking spaces).

The Project site's physical characteristics limit the ability to develop a mixed use project at the subject site. Specifically, the physical constraints of the Project, which is distinct from the majority of the properties in the San Fernando Mall/Downtown area include: the "through lot" configuration of the existing parcels that make up the Project site, which are also bisected by two Corridors Specific Plan districts and sub-districts; the 4.27 drop in grade from San Fernando Road to Celis Street; and, the need to preserve the San Fernando Road, front façade of the former J. C. Penney's building. Collectively, these physical constraints result in exceptional physical characteristics attributed to the size, shape, topography, location and surroundings that deprive the property of the privilege to build out a mixed use project as permitted under the Corridors Specific Plan for similarly zoned SP-4 properties within the San Fernando Mall Sub-District and downtown area.

The "through lot" configuration of the Project site located at the at the westernmost entrance to the San Fernando Mall with three two front setbacks along San Fernando Road and Celis Street and third street facing side setback along San Fernando Mission Boulevard as well as an approximate 4.27 change in grade from the San Fernando Road street frontage to the Celis Street frontage results in an atypical site that creates significant physical constraints to redevelopment that warrant approval from the required maximum 50-foot building height and 15-foot minimum setback for the proposed residential uses on the three floors above ground level. As noted in the proposed conceptual plans, there is a maximum grade change of 4.27 feet from the northeast corner of the Project site on San Fernando Road to Southeast corner of the site along Celis Street, which has a significant effect on developing the merged through lots as a mixed use, multi-story project that includes a subterranean parking level, ground floor uses, and upper floors of residential on one of a handful of properties that exist within the lot that run from San Fernando Road to Celis Street and therefore have to deal with the unique grade change between two primary frontages.

Approval of the proposed variance will facilitate the development of four-story mixed use

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 4

building with commercial and residential land uses that include affordable housing units and on-site residential and guest parking to be constructed with an average building height of approximately 51.4 feet, which is approximately 12.76 feet taller than the average height the existing building. Approval of the variance to construct the building at the proposed building height will result in an overall building size and scale that is compatible with surrounding commercial buildings and is consistent with the pattern of development permitted within the Downtown District's San Fernando Mall Sub-District area. In addition, the proposed variance to exceed the 50-foot maximum building height would allow preservation of the character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in compliance with the City's Historic Preservation Element Goals 1, 4 through 6, and Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5 by allowing increased height to accommodate additional common areas in the form of community, conference and exercise rooms behind the preserved San Fernando building façade while providing sufficient ceiling height clearances for the ground commercial as well as building area necessary to accommodate 101 affordable rental housing units that are to be constructed on the upper floors. Therefore, it is staff's assessment that the proposed preservation of the existing front building elevation along San Fernando Road of the former J. C. Penney Department Store coupled with the 4.27-foot grade change from San Fernando Road to Celis Street create physical constraints unique to the subject property that warrant approval of a variance to deviate from the maximum allowable building height of 50 feet to facilitate needed building areas and architectural features that allow for the screening of roof top equipment, provide for greater building articulation, and account for the finish grade change for through lots that currently existing and would subsequently be merged as part of the Project's approval.

It is staff's assessment that approval of the proposed variance to modify the existing front and side setbacks to allow the buildings upper residential floors to be built to the property lines along San Fernando Road, San Fernando Mission Boulevard, and Celis Street is warranted. The Commission's approval of Variance 2014-001 would allow the existing building's upper residential floors to encroach into the required 15 upper floor setback for residential development within the Downtown District. Allowing the mixed use building to retain a zero lot line setback along the front and side setbacks along all three street frontages is consistent with the San Fernando Corridors Specific Plan's purposes for the area, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments the are consistent with the pattern of existing and anticipated development within the San Fernando Mall Sub-District that includes

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 5

retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road.

Without the permitted variance along the San Fernando Road street frontage it would be difficult to retain the historic façade and still provide the area necessary on the upper floors to accommodate the proposed residential units and common open space areas. This is staff's assessment that allowing the variance to deviate from the 15 setback for upper residential floors within the Downtown District of the San Fernando Corridors Specific Plan will allow a more cohesive architectural design of the building with sufficient upper floor areas to accommodate the proposed residential units while still maintain building elevations and site lines along the San Fernando Road, San Fernando Mission Boulevard, and Celis Street that are consistent with neighboring commercial properties in the San Fernando Mall and adjacent commercial areas.

Approval of the variance will allow the mixed use building to be built to the edge of sidewalk and therefore retain the architectural design of the building and associated finishes of the J.C. Penney's building historic front façade along San Fernando Road and develop 101 apartment units affordable to households making 60% of the County AMI. The variance approval to allow construction of the upper residential floors with a zero setback along all three street frontages is also in compliance with the goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5; Pg. 75).

Approval of the variance would allow physical improvements that are of a complimentary mass and scale that does not visually overpower the site and surrounding commercial land uses within the San Fernando Mall/Downtown area and portions of the Central Business District located to south of the Project site. Collectively, all of the on-site improvements to the subject site have resulted in new private investment that adds to the overall character of the community. Thus, it is the commission's assessment that this finding can be made in this case.

- 2) The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone in which the property is located.**

The granting of a variance to deviate from the City's 15-foot minimum setback for residential uses and the City's 50-foot maximum building height will allow construction of a mixed use project that retains a zero front and side setback along all three street frontages includes new commercial and residential land uses with a maximum building height to the top of the proposed

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 6

parapet wall/architectural feature of 56.25 feet, 59.09 feet, and 60.06 feet along the respective San Fernando Road, San Fernando Mission Boulevard, and Celis Street building elevations.

These variances from the building height and building setback for residential land uses within the Downtown District would allow the introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, and windows of different sizes consistent with the applicable Corridors Specific Plan redevelopment strategies. Furthermore, the proposed variance from the maximum building height and minimum setback for residential uses will result in individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road and preservation of the J. C. Penney buildings historic front façade architectural features in a manner that allows for redevelopment of the project site under the current building and life and safety codes, adjacent public right of way improvements and any needed upgrades to the existing utilities service the proposed land uses at the subject site. Therefore, approval of the variances for building height and building setbacks for residential uses would facilitate private investment into the San Fernando Mall/Downtown area while accommodate new commercial and affordable housing uses at the subject site in manner that would not be detrimental or injurious to the property and is consistent with the pattern of commercial development envisioned within the designated SP-4 General Plan Land Use Designation and SP-4 (Corridors Specific Plan) zone. Thus, it is the commission's assessment that this finding can be made.

3) The granting of such variance will not be contrary to or in conflict with the general purposes and intent of the zoning ordinance, nor to the goals and programs of the General Plan.

The variance from the City's applicable Downtown District development standards for maximum building height and minimum setback for residential uses (the "Variance") will facilitate: construction of a four story, mixed use building with 17,455 square feet of ground floor retail and three floors above the ground floor with 101 affordable rental units specifically designated for low-income households; development of subterranean and ground floor parking area for 108 on-site parking spaces dedicated for use by future residents their guests; and, preservation of the J.C. Penney's building front façade architectural features and signs. Approval of the variance would result in the redevelopment of the site with a modern, code compliant building that preserves the historic features of the existing vacant building and allows for these features to be incorporated into a new development with a high quality architectural design.

Variance approval and the resulting mixed use development is consistent with the San Fernando Corridors Specific Plan's purpose within the Downtown district, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
 2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
 3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
 4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
 5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
 6. Use the corridors to enhance San Fernando's identity to visitors.
- (Source: San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.)*

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area.

It is staff's assessment that the proposed building design and site improvements which includes a new building with parapet walls that exceed 50-feet in height and includes residential uses built with zero setbacks are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I:

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 8

Purpose; Pg. 82.)

Approval of the Variance to accommodate the proposed Project's overall building height and setbacks would also ensure the Project's compliance with the goals and objectives of the City General Plan Land Use Element by:

- ✓ Retaining the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center (i.e., Sylmar/San Fernando Metrolink Station) and the City's downtown/civic center areas; and,
- ✓ Maintaining an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the project's development.
(Source: San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6)

Approval of the Variance will allow development of the Project that includes the construction of a total of 101 one-bedroom apartment units for rent by eligible low- and/or very low-income households who are at 60 percent or less of the County's Area Median Income (AMI), an underserved segment of the City's population.

The availability of new affordable housing would help the City to get closer to achieving its fair share allocation of the RHNA housing numbers. Additionally, a condition on the development of the Project requires the units to be maintained affordable for a period of no less than 30 years. The condition of approval for the Project will ensure the long term availability of affordable housing for low- and very low-income residents within the City. Variance approval and subsequent construction of these new units of affordable housing would also help the City get closer to achieving its fair share allocation of the RHNA numbers for the new 2014-2021 reporting period, as required by State law.

In addition, approval of the Variance and the resulting Project would also comply with goals and policies of the City General Plan Housing Element by:

- ✓ Providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives;
- ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
- ✓ Providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy;
- ✓ Providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with special needs (such seniors and persons with disabilities, including persons with developmental disabilities);
- ✓ Utilizing zoning tools, including density bonus [zone code/zone map amendments, variances, etc.], to provide affordable units within market rate developments;

City of San Fernando Planning and Preservation Commission
 Resolution No. 2014-06, Exhibit "A": Conditions of Approval
 Page 9

- ✓ Supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and,
- ✓ Encouraging the use of sustainable and green building features in new housing.
(Source: 2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76)

Approval of the Variance and the resulting Project also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, Variance approval to facilitate the Project is consistent with the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. *(Source: 2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35.)* Thus, it is the commission's assessment that this finding can be made.

4) The variance request is consistent with the purpose and intent of the zone in which the site is located.

Approval of the Variance is consistent with purpose and intent of the SP-4 (Corridors Specific Plan) zone, Downtown District and San Fernando Mall Sub-District, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 10

2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
6. Use the corridors to enhance San Fernando's identity to visitors.
(Source: *San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.*)

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area. Thus, it is commission's assessment that this finding can be made.

5) The subject site is physically suitable for the proposed variance.

The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. (APN# 2521-032-001) and 20,000 sq. ft. (APN# 2521-032-008), respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. The two parcels that make up the Project site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. Both parcels are through lots that have street frontages along San Fernando Road and Celis Street with the westernmost parcel also having street frontage along San Fernando Mission Boulevard. Similarly zoned SP-4 zoned parcels are located to the north, south, east and west of the Project site. The Project site also shares the Mixed Use Transition and San Fernando Mall sub-district classifications with its neighbors to the east along Celis Street and San Fernando Road, respectively. Properties located within the San Fernando Mall Sub-District are located across San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. Properties to the west of the Project site along San Fernando Mission Boulevard are located within the Mixed Use Transition Sub-District.

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 11

The Project site includes the former J.C. Penney building, which is a three-story building with approximately 60,000 square feet of floor area (three floors at 20,000 square feet each) and store front entrances along both San Fernando Road and Celis Street. Originally built in 1953, the interior of the building consists of two floors and a basement. The store operated retail activity on the first floor and basement of the building, with the second floor used for offices and storage. The Project site also includes the former Bank of America building that currently houses the Casanova clothing store, which is a one story building with approximately 9,179 square feet of commercial floor area. The building has store front entrances along both San Fernando Road and Celis Street, a building elevation along San Fernando Mission Boulevard and a surface parking lot at the rear of the site accessible from Celis Street. Neighboring properties along Celis Street and San Fernando road include one and two-story buildings with most buildings being built to the property lines and little to no on-site parking facilities.

Approval of the Variance to deviate from the 50-foot maximum building height and 15 minimum 15-foot setback for proposed residential land uses will facilitate the Project's development under the allowable of Floor Area Ratio (FAR) 3.5. Under the FAR, the maximum allowable square footage is 3.5 times the lot size when it includes residential land uses as part of a mixed use project. In this case, the maximum buildable floor area is 122,500 square feet (e.g., 35,000 sq. ft. times 3.5 FAR). Approval of the Variance to develop the Project would result in a total square footage of 94,979 square feet (i.e., 77,523 for residential and 17,455 square feet for commercial) or 2.71 FAR; well below the permitted FAR under the applicable Downtown District development standards.

In addition, the proposed commercial land use would continue to have access to the 10 diagonal public parking spaces located adjacent to the subject site on San Fernando Road and the 144 parking spaces located across the street at City Parking Lot No. 3 as permitted under the San Fernando Corridors Specific Plan. Furthermore, the Project would provide the required number of residential and guest parking required by the City Zoning Ordinance through a combination of 108 parking spaces on-site and an additional 13 spaces located off-site at a private surface parking lot at 1300 San Fernando Road via a shared parking agreement. The resulting mixed use building, which includes preservation of the historic J. C. Penney's building front façade along San Fernando Road will produce an overall architectural design for the building that has a mass and scale that is compatible with the site's physical dimensions as it relates to lot width and depth thus producing an overall design and building layout that accommodates the needed high density and building height and setbacks within a structure that is visually attractive to pedestrians and is in keeping with the character envisioned by the San Fernando Corridors Specific Plan for the Downtown District, San Fernando Mall Sub-District area. Thus, it is the commission's assessment that this finding can be made.

6) There are adequate provisions for water, sanitation and public utilities and services to ensure that the proposed variance would not be detrimental to public health and safety.

The Variance to allow for the construction of the mixed use project with 101 residential units affordable to low-income households with 108 on-site residential and guest parking spaces at the Project site and all proposed on-site and off-site physical improvements would not have an adverse impact to water, sanitation and public utilities and services and would not be

detrimental to public health and safety. The proposed residential development would require upgraded water, sewer, and electrical infrastructure on a project site that would be developed as part of the Project in compliance with current City building codes.

The proposed 101 units and 17,455 square feet of ground floor commercial space with 108 on-site parking spaces would not create an undue burden on existing water, sanitation and public utilities and services by requiring the implementation of sustainable design features. The green building design features include, but are not limited to: energy and water reduction strategies; building strategies that maximize sunlight for heat and light, and maximize air flow for natural cooling; selection of building materials made from renewable resources; solid waste reduction technologies; storm water mitigation; and, gray water recycling technologies. The Project will also be "Build it GreenPoint rating of 100 points or greater" and will be 20 percent more efficient than 2010 Title 24 building code standards. Furthermore, any infrastructure and utility upgrades required as part of the proposal would be developed in compliance with the requirements of the city's building codes. Thus, it is the commission's assessment that this finding can be made.

7) There will be adequate provisions for public access to service the property which is the subject of the variance.

Approval of the Variance to allow the building exceed the 50-foot maximum building height and the 15-foot minimum setback for residential uses will not have an adverse impact on public and emergency responder's access to the Project site. The proposed physical improvements to the site and adjacent public right-of-way that provide for the demolition of existing physically blighted portions of the Project site that include the 20,000 square foot basement, 49,179 square feet of antiquated commercial space will facilitate the development of modern, City building-code compliant, mixed use building with subterranean and ground level parking, 17,455 square feet of ground floor commercial and over 75,523 square feet of residential floor area providing 101 residential units and open space amenities. The Project's physical upgrades will result in a mixed use building with enhanced public access to the commercial floor space, parking areas, and multi-level apartments that comply with all building and life and safety codes while also providing the required two-way driveways that provide vehicular access to zoning code compliant standard and handicap accessible parking stalls. New driveways, storefront entrances, and residential lobby, staircases and elevators will enhance emergency response personnel's access to the site and the location of the Project site with vehicular access from San Fernando Road, San Fernando Mission Boulevard, and Celis Street ensure ongoing access to the building by police and fire department vehicles. Thus, it is the commission's assessment that this finding can be made.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby approves Variance 2013-01 and Site Plan Review 2014-008, subject to the conditions attached as Exhibit "A".

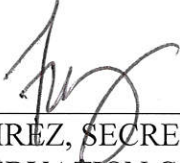
PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 13



THEALE HAUPT, CHAIRPERSON

ATTEST:



FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 19th day of November 2013; and that the same was passed by the following vote, to wit:

AYES: 4 - A. Durham, Y. Mejia, T. Haupt, and R. Salinas

NOES: 0 - None

ABSENT: 1 - K. Beaulieu

ABSTAIN: 0 - None



FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

EXHIBIT "A"
CONDITIONS OF APPROVAL

PROJECT NO. : **Variance 2014-001 and Site Plan Review 2014-008**
PROJECT ADDRESS : 1140 and 1148 San Fernando Road
Los Angeles County Assessor's Parcel No(s): 2521-032-008 and 2521-032-007

PROJECT DESCRIPTION : Approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road.

The Variance 2014-001 and Site Plan Review 2014-008 allow the proposed mixed use project to deviate from the city's 50-foot maximum building height and 15-foot minimum setback for residential uses within the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-District. Furthermore, Project approval and implementation would facilitate designation of the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road as a City historic resource and list it on the San Fernando Register of Historic Resources.

The following conditions shall be made a part of the approval of the project, and shall be complied within their entirety, as determined by the Community Development Department:

1. Variance and Site Plan Review Entitlement. The variance and site plan are granted for the land described in this application and any attachments thereto, as reviewed by the Planning and Preservation Commission on June 23, 2014, except as herein modified to comply with these Conditions of Approval.
2. Occupancy per Approval. The subject property shall be improved and occupied in substantial conformance with the conceptual plans, as reviewed by the Planning and Preservation Commission on June 23, 2014, except as herein modified to comply with these Conditions of Approval.
3. Indemnification. The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 15

and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

4. Building Code Requirements. The applicant shall comply with all applicable building and construction requirements of the City of San Fernando's building codes, as specified by the Community Development Department.
5. Property Maintenance. The subject site and its immediate surrounding area shall be maintained in a clean, neat, quiet and orderly manner at all times and shall comply with the property maintenance standards as set forth in the San Fernando City Code.
6. Site Inspections. Prior to the issuance of a final on the required building permit for the block wall and fence structures, the Community Development Department shall inspect the site to ensure compliance with these Conditions of Approval. Subsequent to occupancy, owners and all successors shall grant the right of access to authorized agents of the City of San Fernando to conduct periodic inspections of the property.
7. Encroachment Permit. Under no circumstances shall any public right-of-way be obstructed during construction by materials, vehicles, equipment or other related objects without prior approval from the City Engineer and/or Public Works Director. An Encroachment Permit must be obtained from the Public Works Department prior to any demolition and/or new construction activity that would require staging and/or construction within the public right-of-way.
8. General Compliance. The applicant shall comply with all requirements of applicable federal, state, or local law, ordinance, or regulation.
9. Construction Hours. Construction activity shall comply with the applicable requirements of the San Fernando City Code San Fernando City Code standards for construction in commercial zones.
10. Parcel Merger. The developer shall merge both existing parcels that make up the project site (Los Angeles County Assessor's Parcel Numbers: 2521-032-008 and 2521-032-007). A new parcel map and legal description as part of an owner initiated parcel merger shall be reviewed and approved by the Community Development Department and subsequently filed with the Los

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 16

Angeles County Registrar-Recorder/County Clerk Office and proof of said recordation shall be provided to the Community Development Department. The parcel merger shall be completed prior the issuance of a building permit for the project.

11. Attached Checklist. The developer shall comply with the requirements as listed in the attached Public Works Department Development/Improvement Review Checklist (See "Attachment 1" of these Conditions of Approval)
12. Compliance with Mitigation Measures. The project shall comply with the Mitigation Measures reviewed and approved by the City Council on June 25, 2014, as part of the Council's adoption of the Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road.
13. Construction Plans. A copy of the Conditions of Approval (including all attachments) shall be printed on the final building plans submitted to the Community Development Department prior to the issuance of a building permit to construct the proposed multifamily apartment Project. Additionally, subsequent to obtaining final approval of the variance, site plan review, and zone map amendment from the City, the project applicant shall prepare a staging plan for the proposed construction that will be submitted as part of building permit plan check review process to be reviewed and approved by the Public Works Department. The construction plan shall note the locations 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. In addition, adequate security shall be provided to properly secure all building materials and tools during construction period. The construction plan shall provide specific provisions for the regulation of construction vehicle ingress and egress to the site during construction, while providing continued through-access for pedestrian and vehicles visiting the adjoining industrial and commercial business as well as the surrounding residential neighborhood.
14. Public Safety Requirements. The following security measures and public safety requirements shall be incorporated into the design of the proposed project:
 - Adequate lighting in all pedestrian pathways and within the proposed parking levels. In addition, adjoining public parkways/sidewalks should be adequately lit. The approved light fixtures should be architecturally compatible with the overall design of the building and should be shielded to reduce potential spillover to adjoining properties;
 - Knox boxes or similar emergency access key boxes that are integrated in to the buildings security alarm system. Such boxes shall conform to the requirements of the Los Angeles Fire Department;
 - Proper signage identifying any restrictions (e.g., prohibited, subject to towing, etc.) for overnight parking;
 - Sufficient height clearance within parking area for emergency vehicles as required by the Los Angeles Fire Department; and,

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 17

- All emergency access lighting and signage as required by the Community Development Department and the Los Angeles Fire Department.
15. Proof of Affordability. The owner shall provide written documentation from the applicable tax credit agency ensuring that the proposed 101 rental dwelling units that would be designated for low-income qualified renters would be retained as affordable units for a period of not less than 30 years.
16. Parking. All 108 on-site parking spaces shall comply with the parking regulations of the San Fernando City Code for design and minimum dimension. Furthermore, the Project site shall provide a bulletin board, display case or kiosk displaying transportation information located where the greatest numbers of residents are likely to see it. Information in the area shall include but is not limited to the following:
- Current maps, routes and schedules for public transit routes serving the site;
 - Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
 - Ridesharing promotional material supplied by commuter-oriented organizations;
 - Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and,
 - A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
17. Shared Parking Agreement. The owner of the project site shall enter into a shared parking agreement with the owner of the surface parking lot at 1300 San Fernando Road (APN: 2521-016-018) to allow for no less than 13 guest parking spaces at the surface parking lot, pursuant to the requirements of San Fernando Corridors Specific Plan, Downtown District Development Standards, Section 8.1(A). The shared parking agreement shall be reviewed by the Community Development Department prior to issuance of a building permit.
18. Bicycle Locking Facilities. The developer shall provide one off-street bicycle parking space for every 10 automobile parking spaces on the Project Site. The placement of the bicycle parking facilities shall be incorporated in the set of plans for the project and shall be reviewed by the Community Development Department.
19. Lighting. All exterior lighting shall be decorative cut-off fixtures (where no light is emitted above the horizontal plane) with the light source fully shielded or recessed to preclude light trespass or pollution up into the night sky. Also, any building-mounted luminaries shall be attached to walls or soffits, and the top of the fixture shall not exceed the height of the roof. No high or low pressure sodium lights shall be used as part of the Project. All proposed light fixtures shall be designed in a manner that is consistent with the overall architectural style of the buildings and shall not disturb or create glare towards neighboring properties. In addition, any decorative up-

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 18

lighting, such as those that illuminate building facades or landscaping, shall be operated on timers that turn off illumination no later than 12 midnight, nightly. Review and approval by the Community Development Department shall be required for all light fixtures prior to installation.

20. Trash Enclosure. Pursuant to City Code Section 106-896, the approved multifamily residential development sites shall provide the following as part of the their trash enclosure areas:
 - All trash areas shall be located and arranged both for convenience to residents and for convenient vehicular access and pickup.
 - No trash area shall be located within five feet of any window opening into a dwelling unit.
 - All trash and garbage collection facilities shall be either enclosed within a building or by a screening fence or wall and gate five to six feet in height.
 - The screening fence or wall shall be approved by the Community Development Department.
 - A common trash area shall be provided of at least 4 1/2 feet by 15 feet with an additional five square feet of trash area for each unit over 13.
21. Mechanical and Utility Equipment. All mechanical and utility equipment, including but not limited to transformers, terminal boxes, air conditioner condensers, risers, backflow devices, gas meters, electric meters and meter cabinets shall be screened from public view and treated to match the materials and colors of the buildings. Electrical service facilities and equipment on or adjacent to the Project sites shall be planned and located, relocated or modified in a manner consistent with Southern California Edison Company guidelines to minimize human exposure to electromagnetic fields on the site and on adjacent properties, and with any other applicable requirements or guidelines of the California Public Utilities Commission or any other agency with jurisdiction, unless otherwise specified by the Community Development Department. All mechanical and utility equipment locations and screening/treatment shall be approved by the Community Development Department prior to installation or modification.
22. Utilities. Pursuant to City Code Section 106-967(15), all utilities shall be located underground. The applicant shall comply with all applicable requirements or guidelines of any relevant utility company, the California Public Utilities Commission, or any other agency with jurisdiction, relating to construction and/or occupancy of structures in proximity to any over-head or underground utility lines that are adjacent to or extend through the subject properties, unless otherwise specified by the Community Development Department. Applicant shall provide any utility easements as necessary.
23. Automatic Fire-Extinguishing System. Prior to issuance of a building permit, the applicant shall obtain all the required fire safety clearances from the Los Angeles Fire Department and the City of San Fernando. All proposed apartment buildings shall be fully equipped with an automatic fire-extinguishing system reviewed and approved by the City of San Fernando and the Los Angeles Fire Department.

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 19

24. Property Maintenance. The subject sites and the immediate surrounding areas shall be maintained in a clean, neat, quiet and orderly manner at all times and shall comply with the property maintenance standards as set forth in the San Fernando City Code.
25. Graffiti Removal. The property owner(s), operator and all successors shall comply with the graffiti removal and deterrence requirements of the San Fernando City Code.
26. Modifications. Any and all modifications to the development plan, including these Conditions of Approval, shall require review and approval by the Community Development Department.
27. Encroachment Permit. Under no circumstances shall any public right-of-way be obstructed during construction by materials, vehicles, equipment or other related objects without prior approval from the City Engineer and/or Public Works Director. An Encroachment Permit must be obtained from the Public Works Department for the project site prior to any demolition and/or new construction activity that would require staging and/or construction within the public right-of-ways.
28. Stormwater Mitigation. All requirements of the National Pollutant Discharge Elimination System (NPDES) shall be complied with and an NPDES permit, including but not limited to the installation of any required clarifiers and/or on-site infiltration system, must be obtained prior to any occupation or use the project site. During construction, the project site shall comply with all applicable Best Management Practices (BMPs). In addition, the project shall provide for a storm water mitigation plan ("SWMP"), which includes those Best Management Practices (BMPs) necessary to control storm water pollution from construction activities and facility operations, as set forth in the Standard Urban Stormwater Mitigation Plan (SUSMP) applicable to the applicant's project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the SUSMP and the current municipal NPDES permit pursuant to City Code Section 34-103. The stormwater mitigation requirements noted above shall be applicable to the project site.
29. Grading and Drainage Plan. A grading plan and drainage plan outlining all required cut and/or fill and on-site drainage improvements for the project site shall be reviewed and subsequently approved by the Public Works Director or his or her designee prior to the issuance of building permits. The amount of cubic feet of soil that will be excavated as part of the proposed development for the project site, the proposed truck route and the destination point of exported soil shall be provided to the Public Works Director or his or her designee prior to the issuance of a final on the grading permit.
30. Acceptance. Within thirty (30) days of receiving final approval of Variance 2014-001 and Site Plan Review 2014-008, the property owner(s) or their duly authorized representatives shall certify the acceptance of the conditions of approval or modifications thereto by signing a statement using an acceptance affidavit form provided by the Community Development Department that acknowledges acceptance and shall be bound by all of the conditions.
31. Recordation. Prior to the issuance of a Certificate of Occupancy for the project site, the applicant shall provide the Community Development Department with proof that the Conditions of

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval
Page 20

Approval have been recorded on the merged project site with the Los Angeles Registrar Recorder/County Clerk's Office.

32. Zone Map Amendment. Zone Map Amendment 2014-001 shall be null and void unless approved by the City Council within twelve (12) months of approval of Planning Commission Resolution 2014-08.
33. Expiration. The Variance 2014-001 and Site Plan Review 2014-008 shall become null and void if any one of the following occur:
 - a) City Council fails to approve Zone Map Amendment 2014-001;
 - b) City Councils fails to adopt the Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road; or,
 - c) Property owner/applicant fails to obtain a building permit for the project site within twenty-four (24) months of final approval by the City Council of Zone Map Amendment 2014-001 or until such additional time as may be granted by the Community Development Department, upon receipt of a written request for an extension received prior to such expiration date.

City of San Fernando Planning and Preservation Commission
 Resolution No. 2014-06, Exhibit "A": Conditions of Approval
 Page 21

**CITY OF SAN FERNANDO PUBLIC WORKS DEPARTMENT
 DEVELOPMENT / IMPROVEMENT REVIEW CHECK LIST**

PROJECT: Four-story Mixed-use Retail/Residential Loft Units **DATE:** 5/1/14

PROJECT ADDRESS: 1140-1148 San Fernando Rd.		REQUIRED?		COMPLIED?	COMMENTS
ITEM		YES	NO		
1.	Site plan must show:				
	a. Existing building or structure	✓			
	b. Existing public improvements (concrete sidewalk driveways, curbs and gutters, parkway trees, street lights, hydrants, etc.) including existing and proposed dimensions, square footage, etc.	✓			
	c. Existing utilities (gas, sewer, water, storm drains, catch basins, power poles).	✓			
	d. Submit offsite improvement plan.	✓			
2.	Prior to issuance of building permit:				
	a. Pay sewer capital facility charge.	✓			See attached fee schedule.*
	b. Pay water capital facility charge.	✓			See attached fee schedule.*
	c. Pay water service installation charge.	✓			See attached fee schedule.*
	d. Pay fire service installation deposit.	✓			See attached fee schedule.*
	e. Pay fire hydrant installation deposit.	✓			See attached fee schedule.*
	f. Pay plan check fee (Offsite).	✓			Based on the cost estimate from #27.
	g. Pay inspection fee (Offsite).	✓			
	h. Provide labor and material bond.	✓			Equivalent to the costs of construction and inspection.
	i. Provide performance bond.	✓			Equivalent to the costs of construction and inspection.
	j. Is there existing sewer lateral connection to property?	✓			
4.	Is there existing water service to the property?	✓			
5.	Provide separate water service for each building or separate ownership.	✓			
6.	Provide separate sewer connection for each building.	✓			
7.	Underground all utilities to each unit/building.	✓			Underground all lighting and utilities.
8.	Cap off existing sewer connection that will no longer be used.	✓			
9.	Abandon all existing water service and install new copper ones per plan.	✓			
10.	Upgrade existing substandard hydrant to 6-inch wet barrel hydrant (4"X 2.5" outlet).	✓			
11.	Install new hydrant per City standard.	✓			
12.	Satisfy City of Los Angeles Fire Dept. fire flow requirements.	✓			Obtain clearance from City of Los Angeles Fire Department.
13.	Provide City approved backflow device for the domestic water service and/or landscape irrigation, provide proof that said equipment has been tested by a certified tester.	✓			Provide one backflow device for every water service. Provide additional backflow device for irrigation/landscaping.

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-06, Exhibit "A": Conditions of Approval

Page 22

PROJECT ADDRESS: 1140-1148 San Fernando Rd.					
ITEM		REQUIRED?		COMPLIED?	COMMENTS
		YES	NO		
14.	Remove existing driveway approach that will no longer be used. Replace depressed curb.	✓			
15.	Construct PCC driveway approach 6-inch thick per City Standard.	✓			
16.	Construct wheel chair ramp per City Standard.	✓			On the corners of San Fernando Road and San Fernando Mission Blvd. and on Celis Street and San Fernando Mission Blvd.
17.	Remove and replace broken/damaged concrete sidewalk adjacent to property.	✓			
18.	Remove and replace broken curb/gutter adjacent to property.	✓			Remove existing curb and install new monolithic curb/gutter on Celis Street per the direction of city staff.
19.	Plant parkway trees per City Standard and City Master Tree Plan. (24" box)	✓			Remove <u>L</u> ficus trees on San Fernando Mission Blvd. Plant street trees on Celis Street and San Fernando Mission Blvd at a spacing of every 25 feet. Species of trees shall be determined by Public Works department
20.	Construct tree wells per City Standard with tree grates.	✓			
21.	A permit from the Public Works Dept. (Engineering Division) is required for all offsite improvements or water and sewer connections in City.	✓			
22.	All on-site pavement shall be minimum of 3-inch AC on 4 inch CAB or 6-inch PCC pavement without soil recommendation.	✓			
23.	Construct trash enclosure, nominal size 5 feet X 9 feet with PCC slab and 6-inch PCC curb with 6-inch PCC apron.	✓			
24.	Verify that clarifier/grease trap intercepts effluent before entry into the sewer lateral.	✓			Please note that food establishments require individual sewer connection and grease interceptor.
25.	Federal NPDES Requirements				
26.	Provide a SWPPP that incorporates construction BMP's in compliance with Federal NPDES.	✓			
	a. Provide a SUSMP that incorporates design elements and facility BMP's in compliance with Federal NPDES.	✓			
	b. Comply with all applicable existing conditions of approval for the proposed development.	✓			

City of San Fernando Planning and Preservation Commission
 Resolution No. 2014-06, Exhibit "A": Conditions of Approval
 Page 23

PROJECT ADDRESS: 1140-1148 San Fernando Rd.				
ITEM	REQUIRED?		COMPLIED?	COMMENTS
	YES	NO		
27.	<p>Additional requirements: <i>*Sewer and Water Capital and Installation fees are subject to change. The latest fee will be assessed prior to sign off for building permit.</i></p> <ul style="list-style-type: none"> • Submit off site improvement plan with quantities and cost estimate, but not limited to roadway, striping, street trees and street lighting. • Cost Estimate to be prepared by a California Registered Civil Engineer based on mutually agreed unit prices. • Submit ALTA survey and incorporate as part of the project drawings. Perform full property survey. Include any vacation and dedication description. • Submit Grading and Drainage Plan for on-site as well as elevations along the adjacent lots. Show how development will drain to streets and how the differential flow will be mitigated. • Submit Soils Report for on-site. • Submit Hydrology Study and show how area will drain down to streets (storm drain). Provide on-site drainage. • Submits water and sewer study to ensure current systems meet proposed developments future demands. Investigate off-site sewer capacity and propose mitigation. Currently the water system surrounding the project site includes: 8" Ductile Iron Pipe on San Fernando Mission Blvd, and there is an 8" C.I.P on Celis St and San Fernando Rd. The current sewer system includes: 8" sewer line on Celis St (between San Fernando Mission Blvd and Maclay Ave. and then transitions into a 15" sewer line on Celis Street between Maclay Ave. and Brand Blvd.) There's a 15" sewer line on San Fernando Rd. Developer's engineer should provide calculations to show number and size of water meters required to meet developments demand. • Provide ultra-low flow shower heads and toilets. • Provide a Traffic Study, evaluating adequacy of the existing roadway configuration for the projected traffic, as well as signal timing. Include pedestrian traffic and its accessibility across Truman Street between San Fernando Mission Blvd to S. Maclay Ave., San Fernando Road from San Fernando Mission Blvd to S. Maclay Ave., San Fernando Mission Blvd. from Truman Street to Celis Street, Celis Street from San Fernando Mission Blvd to S. Maclay Ave., and S. Maclay Avenue from Truman Street to Celis Street. • Submit shoring plan to satisfy the required excavation depth. • Submit utility plan showing all existing utilities and any proposed relocations/realignments. Also show any proposed relocation of water service, water meter, and fire hydrant. • Rehabilitate the existing road pavement on Celis Street based on the recommendations of the applicant's Soils/Pavement Engineer. • Remove existing curb on Celis Street adjacent to property and replace with monolithic curb and gutter. • Remove and replace existing sidewalk on Celis Street and San Fernando Mission Boulevard from San Fernando Road to Celis Street. • Plan check fee and permit fee will be determined based on the estimated cost of improvements. • The developer is responsible for protecting in place all existing street trees. All street tree removal, pruning and trimming is not allowed without the consent of the Public Work Director or his representative. All tree replacements shall be at the discretion of the Public Work Director or his representative per the current City replacement policy. • Need Industrial Waste Clearance. Comply with applicable federal NPDES requirements. 			
28.	In case the Applicant wishes to have a common meter/connection for the Residential users and a common meter/connection for Commercial users, as opposed to separate meter/connection for each Ownership, then appropriate language for determination of Individual Ownership share shall be included in the CC&R's. Please provide the said language in review.			
30.	The Applicant shall prepare and submit a Tentative Map for the project.			
31.	No occupancy and/or sale will be allowed until such time that a Final Map has been approved by the City, recorded by the County Recorder's Office, and the City has received a reproducible mylar copy of the recorded Map.			



PUBLIC WORKS DEPARTMENT

5/6/14
 DATE

ATTACHMENT "E"**RESOLUTION NO. 2014-07****RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF SAN
FERNANDO APPROVAL OF THE DESIGNATION OF THE J. C. PENNEY'S
BUILDING FRONT FAÇADE ARCHITECTURAL FEATURES,
APPURTENANCES, AND SIGN TYPES AT 1140 SAN FERNANDO ROAD
AS A CITY HISTORIC RESOURCE.**

WHEREAS, an application had been filed by City resident, Paul Luna with the City of San Fernando on June 19, 2012 requesting City consideration to designate the J. C. Penney building located at 1140 San Fernando Road, San Fernando, CA 91340 as a City historic resource;

WHEREAS, Azkenazy Development Inc., owner of 1140 San Fernando Road, LLC., has been notified in writing of the request to designate the property, building, and all associated improvements as a historic resource and had been provided notification of this public hearing a minimum of 10 days before said public hearing, pursuant to City Code Sections 106-1386(3 and 4);

WHEREAS, on April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan to establish goals, objectives, and policies for the preservation of the city's historic structures and neighborhoods and subsequently, on November 17, 2008, adopted the Historic Preservation Ordinance to provide for the recognition, preservation and use of historic resources in the City of San Fernando;

WHEREAS, the Planning and Preservation Commission is responsible for the initial review of a request for designation of an improvement as a city historic resource and making a recommendation to the City Council on the proposed historic resource designation pursuant to City Code Sections 106-1386(3 and 4) and Section 106-1405(3);

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the proposed historic designation, written and oral at the public hearing held on the 5th day of September 2012;

WHEREAS, the Planning and Preservation Commission adopted Resolution 2012-09 on September 5, 2012, recommending to the City Council designation of the J.C. Penney's building and exterior signs as a City historic resources;

WHEREAS, Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J.C. Penney building at 1140 San Fernando Road merited consideration for designation as a local landmark, the chief city planning official sought in written correspondence to the owner, to obtain from the property owner's consent to such designation;

WHEREAS, the chief planning official after being unable to obtain the property owner's

written consent at that time determined that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent;

WHEREAS, On April 1, 2014, Project applicant Ian Fitzsimmons on behalf of Aszkenazy Development Inc., owner of the property at 1140 and 1148 San Fernando Road, submitted site plan review, variance and zone map amendment applications in order to construct a four-story mixed use project with 101 residential dwelling units on three floors above 17,455 square feet of ground floor retail with an initial plan showing 106 units of on-site residential and guest parking located within a subterranean parking garage and floor parking area to be developed on a site consisting of two SP-4 (Corridors Specific Plan) zoned properties at 1140 and 1148 San Fernando Road (the "Project");

WHEREAS, the proposed Project request includes a request to preserve certain features of the J. C. Penney's building, but not the entire structure; and,

WHEREAS, in light of the proposed Project's impact on the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road it was determined by the City's chief planning official that good cause existed to schedule the Planning and Preservation Commission's consideration of a "Resolution of Intention" pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J.C. Penney's building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City's chief planning official will submit the Planning Commission's Resolution of Intention recommending historic designation of the J.C. Penney's building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 in order to ensure Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building's front façade and appurtenances;

WHEREAS, upon further review of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road, it is City staff's assessment that said architectural features and appurtenances found on the J. C. Penney building's front elevation facing San Fernando Road would merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources and therefore merit further consideration by the City's Planning and Preservation Commission and subsequently the City Council;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined

that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration; and,

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the Project, written and oral at the public hearing held on the 23rd day of June 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning and Preservation Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff reports, with regard to the Project, the Planning and Preservation Commission concurred with the City planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect on June 23, 2014.

SECTION 3: Pursuant to City Code Section 106-1385(a), the Planning and Preservation Commission has determined that the improvement that is the subject of the historic resource designation request has met the following criteria to merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources:

- 1) It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney building at 1140 San Fernando Road includes unique architectural features and appurtenances along the San Fernando building façade that are sometimes found on modern-style buildings of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

As clearly exemplified in the front building façade facing San Fernando Road, the treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road

consists of scored horizontal stucco with its edges “framed” by stepped molding made of terra cotta tile and include three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the type of blade and individual letters as well as font type that currently spell out “PENNEY’S” and “J C Penney Co”, the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building facing San Fernando Road.

The façade treatment at the rear of the building along Celis Street is non-descript and includes horizontal score lines on a predominantly flat façade with a secondary entrance for customers and well as an opening for the delivery and pick door. The façade along Celis Street does not add significantly to the character defining features of the building and could be considered as the “working/business” end portion of the building facing onto the street and adjacent public parking lot where deliveries had historically occurred. Therefore, it is staff’s assessment that the rear façade does not merit preservation as part of the Project as they do not add any greater understanding of the architectural style or method of construction of the building as can be found to a greater degree in the front building façade facing San Fernando Road.

As previously noted, the character defining features of the building exist along the San Fernando Road street elevation and these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney building’s post-war modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building as expressed in the front façade features visible along San Fernando Road incorporates and retains the use of high quality building materials that are unique to the period of this architectural style. Thus, it is commission’s assessment that this criterion can be met.

2) It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.

The J. C. Penney building’s front façade architectural features and appurtenances provide an excellent example of post-war Modern commercial architecture, with the building as a whole remaining relatively unchanged since it was first built in 1953. Preservation of these improvements and designation of said features as a City historic resource would help in preserving the San Fernando Mall’s historic identity as an outdoor promenade and a shopping district with regional significance while still facilitating future adaptive reuse of the site at 1140 San Fernando Road. An established name in San Fernando since 1927, the J. C. Penney building and business occupancy are recognized fixtures in the City that have been frequented by many generations of residents. Preservation of the front façade architectural features and appurtenances as well as photographic documentation of the entire building’s interior and exterior will ensure that important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer and associated building and site as one of the few small neighborhood J. C. Penney stores from the post-

World War II era are retained. Therefore, the preservation of the J. C. Penney building's distinctive character defining architectural features and appurtenances as noted in the front building elevation facing San Fernando Road will continue to yield important information about the history of the City and more specifically the San Fernando Mall, and the preserve the history of the J C Penney Company's early development of neighborhood service retail department stores. Thus, it is commission's assessment that this criterion can be met.

SECTION 4: The proposed Project, which includes the preservation of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road merits designation of said features as City historic resource based on the following finding:

- 3) The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.**

The front façade of the former J.C. Penney's building would continue to be recognized as a physical record of its time, place, and use (1953 department store in San Fernando), as it would be incorporated into the new building. The remaining physical record of the building, except for the south wall, would be removed to accommodate the project, which would then have the appearance of a four-story mixed use building, rather than a two-story department store. According to the developer, the contemporary design of the new mixed use building is intended to complement the preserved San Fernando Road façade of the former J.C. Penney store through the use of additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original storefront.

The project would require major alterations to the former J.C. Penney Company building to change the use from a two-story, 60,000-sf department store to a four-story, mixed use building. The project would incorporate the existing, east-facing façade of the former J.C. Penney building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, into the new apartment building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the building's distinctive materials and features would be retained and preserved (namely the front-facing façade and signage), the vast majority of the building or over 50 percent of the property would be demolished in order to change the use from primarily commercial to a mixed use building with ground floor commercial and three floors above of residential apartment units. The rear-facing façade along Celis Street with its less than significant design features would be removed, including the entrance display windows and the horizontal score lines along the otherwise flat, rear wall. Therefore, the Project's required alterations to building, which includes removal of the rear facing façade with its less distinctive store front window openings and horizontal score lines, would not be consistent

with the one or more of the Secretary Standards that seek to limit modifications to “minimal changes” to the property’s “distinctive materials, features, spaces, and spatial relationships”.

However, preservation of the character defining features J.C. Penney’s building front façade, including the distinctive features such as sign type (blade and individual channel letter signs), recessed entrance, ground floor storefront windows and incorporating them into the final design of the new four-story, mixed use building is consistent with the following General Plan goals, objectives and policies:

- ✓ The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney’s building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes “new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care”. Collectively, the Project’s proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).
- ✓ The Project as proposed complies with the goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney’s building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse of these character defining features rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City’s ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney’s building’s front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

Lastly, the preservation of the J C Penney building’s front façade and photographic and

archival documentation of the building design, construction and use shall be undertaken by the City and interpretive materials photographic, written and otherwise shall be incorporated into the final Project design as required by the City's Cultural Resources Mitigation Measures included as Section 3.5.4 of the San Fernando Initial Study and Mitigated Negative Declaration for Mixed Use Project at 1140 and 1148 San Fernando Road (June 6, 2014). The project documentation of the entire building and historical archiving of the building is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

Thus, it is commission's assessment that this finding can be met.

SECTION 5: Based on the aforementioned findings, the Planning and Preservation Commission has determined that the J. C. Penney building's front façade elevation facing San Fernando Road that includes character defining architectural features and appurtenances located at 1140 San Fernando Road merits designation as a City historic resource based on its meeting two of the required criterion noted in the City's Historic Preservation Ordinance and inclusion into the City of San Fernando Register of Historic Resources. Designation of the J. C. Penney's character defining features found on the building front façade elevation facing San Fernando Road would help with preservation of the character defining features while still facilitating future redevelopment of the site.

SECTION 6: The Planning and Preservation Commission repeals previously adopted Planning Commission Resolution 2012-09.

SECTION 7: The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval to the City Council of the designation of said architectural features and appurtenances found on the J. C. Penney building's front elevation facing San Fernando Road as a City historic resource and inclusion in the San Fernando Register of Historic Resources, pursuant to designation requirements outlined in City Code Section 106-1386 et. seq.

PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.


THEALE HAUPT, CHAIRPERSON

ATTEST:


FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 23rd day of June 2014; and that the same was passed by the following vote, to wit:

AYES: 4 - Y. Mejia, R. Salinas, A. Durham, and T. Haupt

NOES: 0 - None

ABSENT: 1 - K. Beaulieu

ABSTAIN: 0 - None


FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

ATTACHMENT "F"**RESOLUTION NO. 2014-08****A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
OF THE CITY OF SAN FERNANDO RECOMMENDING TO THE CITY
COUNCIL APPROVAL OF ZONE MAP AMENDMENT 2014-001 AND
ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR THE MIXED
USE PROJECT AT 1140 AND 1148 SAN FERNANDO ROAD AVENUE**

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as "Applicant," has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the "Project";

WHEREAS, the Project would require an amendment to the "City Districts and Land Use Sub-Districts" map of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140 and 1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone;

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J.C. Penney's building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, in light of the proposed Project's impact on the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road it was determined by the City's chief planning official that good cause existed to schedule the Planning and Preservation Commission's consideration of a "Resolution of Intention" pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J.C. Penney's building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City's chief planning official will submit the Planning Commission's Resolution of Intention recommending historic designation of the J.C. Penney's building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 in order to ensure Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-08
Page 2

and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building's front façade and appurtenances;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 on June 23, 2014 at 7:00 p.m., and proper public notice was duly given pursuant to Code Section 106-72, et al.;

WHEREAS, the Planning and Preservation Commission's findings and recommendations for approval of the zone map amendment and associated environmental assessment to the City Council were memorialized in writing in the form of Planning and Preservation Commission Resolution 2012-08 on June 23, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2: On June 23, 2014, the Planning and Preservation Commission held a duly noticed public hearing to consider the proposed application for the Project filed by the Applicant and the findings and recommendations made by the Planning and Preservation Commission. Evidence, both written and oral, was presented at said hearing.

A. The public hearing afforded opportunities for public testimony and comments on the Project.

B. Notice of the hearing was given pursuant to San Fernando City Code Section 106-72 and in compliance with Government Code Sections 65090 and 65091, a notice of public hearing for the proposed Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 and the Project was advertised in the Los Angeles Daily News (a local paper of general circulation), ten (10) days prior to the scheduled public hearing before the Planning and Preservation Commission.

SECTION 3: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-08
Page 3

reports, with regard to the Project, the Planning and Preservation Commission concurred with the City planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect on June 23, 2014.

SECTION 4: Based upon the evidence and all other applicable information presented, the Planning and Preservation Commission finds that the proposed amendment to the "City Districts and Land Use Sub-Districts" map of the San Fernando Corridors Specific Plan is appropriate for the following reasons:

A. Changing the San Fernando Corridors Specific Plan District and Land Use Sub-District designation for the two subject parcels that make of the Project site from "Truman/San Fernando District" and "Mixed-Use Transition Sub-District" from "Industrial" to "Downtown District" and "San Fernando Mall Sub-District" as proposed as part of the Project will facilitate the development of a mixed use project with ground floor commercial, 101 affordable housing units and 108 residential and guest parking spaces in accordance with the goals and policies set forth in the City of San Fernando General Plan Land Use, Housing, and Historic Preservation elements.

B. Changing the San Fernando Corridors Specific Plan District and Land Use Sub-District designation for the two subject parcels that make of the Project site from "Truman/San Fernando District" and "Mixed-Use Transition Sub-District" from "Industrial" to "Downtown District" and "San Fernando Mall Sub-District" as proposed as part of the Project will not adversely impact or be detrimental to the other similarly zoned SP-4 (Corridors Specific Plan) districts and sub-districts that are adjacent to the Project area.

SECTION 5: The Planning and Preservation Commission determined that the proposed zoning map amendment is based the findings of fact as discussed below:

- **The proposed zone map amendment is consistent with the objectives, policies, general land uses and programs of the City's general plan.**

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140 and 1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

It is staff's assessment that the proposed building design and site improvements are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35). Thus, it is the commission's determination that this finding can be made.

- **The adoption of the proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare.**

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140 and 1148 First Street (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above ground level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-08
Page 6

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand. Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare. Thus, it is staff's assessment that this finding can be made.

SECTION 6: The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval of Zone Map Amendment 2014-001 and recommends adoption of the Initial Study and Mitigated Negative Declaration for the Project (included herein as "Exhibit A") to the City Council, subject to the Conditions of Approval for Variance 2014-001 and Site Plan Review 2014-008 as noted in Planning Commission Resolution 2014-06.

PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.



THEALE HAUP, CHAIRPERSON

ATTEST:



FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

City of San Fernando Planning and Preservation Commission
Resolution No. 2014-08
Page 7

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said Planning and Preservation Commission at a meeting held on the 23rd day of June 2014; and that the same was passed by the following vote, to wit:

AYES: 4 - Y. Mejia, R. Salinas, A. Durham, and T. Haupt

NOES: 0 - None

ABSENT: 1 - K. Beaulieu

ABSTAIN: 0 - None



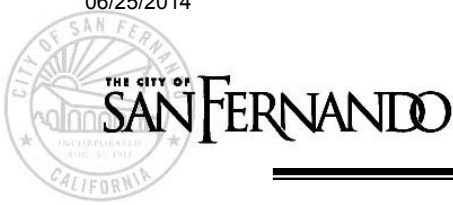
FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

EXHIBIT "A"

**MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY**

**MIXED USE DEVELOPMENT
1140/1148 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA**


(JUNE 6, 2014)



PLANNING AND PRESERVATION COMMISSION STAFF REPORT

DATE: June 23, 2014 (*Special Meeting*)

TO: SAN FERNANDO PLANNING AND PRESERVATION COMMISSION

FROM: Fred Ramirez, Community Development Director 

SUBJECT: **Zone Map Amendment 2014-001, Site Plan Review 2014-008, Variance 2014-001, Historic Designation, and Initial Study and Mitigated Negative Declaration**

LOCATION(S): 1140 and 1148 San Fernando Road
Los Angeles County Assessor's Parcel No(s): 2521-032-008 and 2521-032-007

PROPOSAL: The proposed project involves the construction of a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road (the "Project"). The proposed 101 residential units would be designated as affordable to eligible low-income households. Parking for the Project will be provided by 108 on-site parking spaces including the construction of a subterranean parking facility and ground floor parking area. The Project site is currently improved with the former J.C. Penney's Department Store (60,000 sq. ft.) and the former Bank of America ("Casanova") Building (9,179 sq. ft.). The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. and 20,000 sq. ft., respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue, within the San Fernando Corridor Specific Plan SP-4 Zone (Downtown District/ San Fernando Mall Sub-District) & (Truman San Fernando District/Mixed Use Transition Sub-District).

The Project will require City approval of a zone map amendment inclusive of an ordinance adoption to allow the entire Project site to be under one zoning district (Downtown District) and one sub-district classification (San Fernando Mall Sub-District) as well as approval of a variance to deviate from the city's development standards to exceed the 50-foot maximum building height and encroach into the 15-foot required foot front and side setback for the upper residential floors. As part of the Project's approval the City will be considering designation of the J. C. Penney's building front façade as City historic resource. In accordance with the provisions of the California Environmental Quality Act, the City as the "Lead Agency" has determined that the proposed

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 2

Project will not have a significant adverse impact on the environment with the implementation of specific mitigation measures and therefore intends to adopt a Mitigated Negative Declaration for the Project.

APPLICANT: Aszkenazy Development, Inc., 601 S. Brand Boulevard, 3rd Floor, San Fernando, CA 91340

RECOMMENDATION:

Staff recommends that the Planning and Preservation Commission:

1. Approve Variance 2014-001 and Site Plan Review 2014-008, pursuant to Planning and Preservation Commission Resolution 2014-06 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1");
2. Adopt Planning and Preservation Commission Resolution 2014-07 ("Attachment 2") recommending to the City Council designation of the J. C. Penney's building front façade elevation facing San Fernando Road which includes character defining architectural features and appurtenances located at 1140 San Fernando Road as a city historic resource; and,
3. Adopt a "Resolution of Intention" recommending to the City Council approval of Zone Map Amendment 2014-001 and adoption of the Initial Study and Mitigated Negative Declaration for the Project to the City Council, pursuant to Planning and Preservation Commission Resolution 2014-08 ("Attachment 3").

PROJECT OVERVIEW:

The Project is a request for a zone change and associated zone map amendment for the properties located at 1140 and 1148 San Fernando Road to amend the current zoning district and sub-district classifications that currently apply to both properties located within the SP-4 zone and rezone said properties under the Downtown District, San Fernando Mall Sub-District zoning classification. Furthermore, the Project will require approval of the site plan review application and a variance application in order to allow the Project to be built as an infill project that deviates from the applicable upper floor setbacks for residential unit construction and the 50-foot maximum building height. As permitted under the San Fernando Corridors Specific Plan, a portion of the required guest parking will be located off-site at a surface parking lot (1300 San Fernando Road) owned by the Project developer. Approval of the proposed zone change and zone map amendment, site plan review and variance applications would facilitate the construction of a new four-story mixed-use development with three floors of residential with 101 one-bedroom residential units that will be designated for rent to low-income households making 60% or less of the Los Angeles County Area Median Income ("AMI"). The three floors of residential will be

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 3

constructed above a first floor with approximately 17,455 square feet of commercial floor area dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road. The Project site is currently improved with the former J.C. Penney's Department Store building and the former Bank of America ("Casanova") building. Based on the submitted plans, the parking for the project will be provided by 108 on-site parking spaces including the construction of a subterranean parking facility. The Project Site is approximately 35,000 square feet. The project would seek to preserve a majority of the existing façade on the San Fernando street frontage while replicating the design of the old J. C. Penney's signs that were on the building prior to its closing.

The Project applicant is seeking the Planning and Preservation Commission's review and approval of the Variance and Site Plan Review applications and a recommendation to the City Council to adopt the Initial Study and Mitigated Negative Declaration for the project finding that the project with the mitigation measures proposed by City staff will not have a significant adverse impact on the environment. Furthermore, the Project applicant is seeking the Commission's recommendation to the City Council for approval of the proposed Zone Change/Zone Map Amendment in order to facilitate the development of the proposed mixed-use development at the Project site located at 1140 and 1148 San Fernando Road.

BACKGROUND:

1. On June 19, 2012, Paul Luna, the applicant and local resident, submitted a letter to the City of San Fernando requesting that the J. C. Penney's building, located at 1140 San Fernando Road, be designated as a historic resource. Subsequent to submittal, staff reviewed the request pursuant to the City's Historic Preservation Ordinance (City Code Section 106-1383, et al.) and researched all information available for the property, including the Sanborn Fire Insurance Maps, City building permits, and information from the Los Angeles County Assessor's Office to assess whether the J. C. Penney's building would merit designation as a historic resource.
2. On July 3, 2012, staff mailed written notification to 1140 San Fernando Road, LLC (c/o Aszkenazy Development, Inc.), the property owner of record, regarding the public request received by the city to designate the J. C. Penney's building as a historic resource and to obtain the owner's written consent to designate the building
3. On September 5, 2012, the Planning and Preservation Commission recommended approval of the designation of the J. C. Penney's building at 1140 San Fernando Road as a historic resource to the City Council pursuant to Planning and Preservation Commission Resolution 2012-09 ("Attachment 4").

Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J.C. Penney's building at 1140 San Fernando Road merited consideration for designation as a local landmark, the chief planning official (the City Planner) submitted a

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 4

written request to obtain the property owner's consent to such designation. The City Planner was unable to obtain a written response from the property owner consenting to the proposed historic resources designation at that time and it was the City Planner's determination that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent.

4. On April 1, 2014, Project applicant Ian Fitzsimmons on behalf of the owner Aszkenazy Development Inc., submitted site plan review, variance, and zone change/zone map applications to construct a four-story mixed use project with 101 residential dwelling units on three floors above 17,455 square feet of ground floor retail with an initial plan showing 106 units of on-site residential and guest parking located within a subterranean parking garage and floor parking area. The applicant proposes develop the Project on a site consisting of two SP-4 (Corridors Specific Plan) zoned properties at 1140 and 1148 San Fernando Road (the "Project").

As part of the Project application the proposed design of the building sought to retain the character defining and potentially historic features of the J.C. Penney's building front façade facing San Fernando Road. At that time, City planning staff informed the applicant that consideration of the J.C. Penney's building front façade preservation would require a cultural resource assessment as part of the environmental assessment process the result of which might require preservation of said façade's architectural features and appurtenances as a City historic resource. (Note: Proposed ground floor square footage was reduced from 18,640 square feet and the parking count was subsequently increased to 108 on-site parking spaces as noted in the conceptual plans submitted for Planning and Preservation Commission review on June 23, 2014.)

5. On June 6, 2014, in accordance with the provisions of the California Environmental Quality Act (CEQA), a Draft Initial Study and Mitigated Negative Declaration (MND) were prepared for the Project. Pursuant to CEQA, the intent of the Initial Study and MND are to provide a comprehensive assessment of any potential environmental impacts associated with the proposed mixed use project. On the basis of the Initial Study prepared for the project, it was determined that potential significant adverse environmental impacts associated with the Project's development could be reduced to levels that are less than significant with the proper implementation of project-specific mitigation measures. As a result, a Mitigation Monitoring Plan that summarizes and identifies each mitigation measure and the appropriate oversight and enforcement agency within the City will be included as part of the Initial Study and MND analysis. The Initial Study and draft MND were previously provided to the Planning and Preservation Commission and the City Council via separate e-mails on June 6, 2014, and is included herein as "Exhibit A to Attachment 3" to this report.
 6. On June 6, 2014, a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) and Notice of Public Hearing was filed with the Los Angeles County Clerk's office pursuant to the CEQA Guidelines. In addition, the notice was mailed out to adjacent property owners to the Project site. Also, on June 6, 2014, the notice was published in the print and online editions of the Los Angeles Daily News.
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 5

Pursuant to CEQA, the 20-day public comment period for the draft Initial Study and MND began on Friday, June 6, 2014 and will end on Wednesday, June 25, 2014. All public comments received at the time that this report was completed regarding the Project are included herein as "Attachment 8". City staff responses to comments and the comments themselves that are received during the public review period will be submitted to the City Council for review of the Project's requested zone map amendment and environmental assessment at a publicly noticed hearing that is scheduled for Wednesday, June 25, 2014 at 7:00 p.m.

ANALYSIS:

Existing Zoning and General Plan Designation. The Project is comprised of two parcels located at 1140 and 1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). (See "Attachment 5".) The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation. Therefore, the Project Site has portions of the site with varying zoning classifications and applicable development standards such as density, Floor Area Ratio ("FAR"), building height, setbacks, et cetera. The Project as proposed would keep the existing SP-4 (Corridors Specific Plan) zoning and SP-4 General Plan Land Use Designation. (See "Attachment 6".)

Per City Code Sections 106-19 and 106-20, the applicant has requested that the Planning Commission and subsequently the City Council consider a request to modify the existing underlying zoning for the southern portion of both lots making up the Project site in order to have one Project site with a Downtown District, San Fernando Mall Sub-District zoning classification as part of a Zone Change and Zone Map Amendment (ZCA/ZMA 2014-001). Per the City's Zoning Ordinance (Sections 106-19(a)-(d) and 106-20(a)-(d)), the Planning Commission or the City Council may consider a proposed amendment to the zoning code/text and the zoning map as part of an approval of a resolution of intention by either City decision making body at a scheduled public hearing. The resolution of intention must include the following findings:

- The proposed text and map amendment are consistent with the objectives, policies, general land uses and programs of the City's general plan; and,
 - The proposed adoption of the text and map amendment would not be detrimental to the public interest, health, safety, convenience or welfare.
1. **Location and Site Description.** The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. (APN# 2521-032-001) and 20,000 sq. ft. (APN# 2521-032-008), respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 6

Fernando Mission Boulevard and South Maclay Avenue, within the San Fernando Corridor Specific Plan (Downtown District/ San Fernando Mall Sub-District) & (Truman San Fernando District/Mixed Use Transition Sub-District). Provided below is staff's assessment of the proposed development.

The two parcels that make up the Project site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. Both parcels are through lots that have street frontages along San Fernando Road and Celis Street with the westernmost parcel also having street frontage along San Fernando Mission Boulevard. Similarly zoned SP-4 zoned parcels are located to the north, south, east and west of the Project site. The Project site also shares the Mixed Use Transition and San Fernando Mall sub-district classifications with its neighbors to the east along Celis Street and San Fernando Road, respectively. Properties located within the San Fernando Mall Sub-District are located across San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. Properties to the west of the Project site along San Fernando Mission Boulevard are located within the Mixed Use Transition Sub-District.

The Project site includes the former J.C. Penney's building, which is a three-story building with approximately 60,000 square feet of floor area (three floors at 20,000 square feet each) and store front entrances along both San Fernando Road and Celis Street. Originally built in 1953, the interior of the building consists of two floors and a basement. The store operated retail activity on the first floor and basement of the building, with the second floor used for offices and storage. The Project site also includes the former Bank of America building that currently houses the Casanova clothing store, which is a one story building with approximately 9,179 square feet of commercial floor area. The building has store front entrances along both San Fernando Road and Celis Street, a building elevation along San Fernando Mission Boulevard and a surface parking lot at the rear of the site accessible from Celis Street. Neighboring properties along Celis Street and San Fernando road include one and two-story buildings with most buildings being built to the property lines and little to no on-site parking facilities.

2. **Environmental Review.** This project has been reviewed for compliance with the California Environmental Quality Act (CEQA). In accordance with the provisions of the CEQA Guidelines, the City of San Fernando as the "Lead Agency" has determined that the proposed Project with the associated site plan review, variance, and zone map amendment applications will not have a significant adverse impact on the environment with the implementation of specific mitigation measures and therefore recommends that the City Council adopt a Negative Declaration with mitigation measures incorporated ("Mitigated Negative Declaration") for the Project. If the City Council concurs with staff's determination and adopts the Mitigated Negative Declaration, no further environmental assessment is necessary. The Initial Study and Mitigated Negative Declaration are provided for the Planning and Preservation Commission's review as "Exhibit A of Attachment 3" of this report. Any comments from the Commission and public comments received at the commission meeting will be included as part of the administrative record submitted to the
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 7

City Council for their consideration of the Project at a publicly noticed meeting scheduled for Wednesday, June 25, 2014 at 7:00 p.m.

3. **Legal Notification.** On June 6, 2014, a Notice of Intent to Adopt a Mitigated Negative Declaration for the Project was published in the legal advertisement section of the online and print editions of the Los Angeles Daily News. A copy of the Notice of Intent was mailed to the adjacent property owner. Additionally, the notice was posted at two City Hall bulletins, at the County Public Library bulletin, Las Palmas Park, Recreation Park, and at the Project site. Copies of the Draft Initial Study and Mitigated Negative Declaration were also made available for public review at each of these posting sites.

As required by CEQA, the 20-day public review and comment period for the Initial Study and Draft Mitigated Negative Declaration is from Friday, June 6, 2014 to Wednesday, June 25, 2014.

On Thursday, June 12, 2014, the City posted at City Hall and published in the Los Angeles Daily News a Notice of Public Hearing for the June 23, 2014, Planning and Preservation Commission special meeting. On June 11, 2014, the City also mailed out to all property owners within 500 feet of the Project at least 10 days prior to the Planning and Preservation Commission special meeting a public notice informing said owners of the Commission's consideration of the Project at their special meeting on Monday, June 23, 2014.

On Saturday, June 14, 2014, the City published in the Los Angeles Daily News a Notice of Public Hearing for the June 25, 2014, City Council special meeting to review the Project and associated request for approval of the site plan review, zone change/zone map amendment, and variance applications. Furthermore, on Friday, June 13, 2014, the City posted at City Hall and also mailed out to all property owners within 500 feet of the Project at least 10 days prior to the City Council special meeting a Notice of Public Hearing informing said owners of the Council's consideration of the Project at their special meeting on Wednesday, June 25, 2014.

As of the writing of this report, one set of public comment had been submitted to the Community Development Department regarding the proposed Project's design and proposed construction. "Attachment 8," provides all comments and responses to said comments as it relates to the proposed design and construction of the project.

4. **General Plan Consistency.** The proposed mixed use project is consistent the City's General Plan including the Land Use, Housing, and Historic Preservation elements.

The Project site has and will continue to have a San Fernando Corridors Specific Plan (SP-4) General Plan Land Use Designation. The applicant's request, through the submittal of zone change and zone map amendment application, is to change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone change and zone map amendment would allow the entire

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 8

Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

It is staff's assessment that the proposed zone change and zone map amendment are consistent with the goals, objectives and programs of the City's General Plan land use, housing, and historic preservation elements based on the following factors:

- a. Compliance with General Plan Land Use Element Goals and Objectives and Long Term Regional Planning Programs. The proposed Project would retain the SP-4 General Plan Land Use Designation. The proposed mixed use development at the Project Site includes a subterranean private parking level with exclusive access for future residents, a ground floor with 17,455 square feet of commercial floor area and additional on-site parking for residents and guests, and three floors above street level for 101, one-bedroom apartment units dedicated to low-income households. As previously noted, the Project site is bisected by the Downtown and the Truman/San Fernando districts both of which allow residential apartments on the upper floors as well as ground floor retail and service commercial uses. In both districts, the required on-site parking for the proposed residential and commercial land uses is considered a permitted and ancillary use.

As previously noted, the Project site is bisected by two Sub-Districts of the SP-4 zone. The portion of the Project site in the Truman/San Fernando District's Mixed Use Transition Sub-District facing Celis Street has a Residential Density of 24 dwelling units (minimum) to 45 dwelling units (maximum) per acre (Truman/San Fernando District, Section 3.2). Pursuant to Section 3.2 of the development standards, the maximum density permitted for properties within the Mixed-Use Transition Sub-District is 45 units per acre (one dwelling unit for every 968 square feet of lot area). Based on the Project site's overall size of 35,000 square feet, the total number of units that could be built under the maximum density allowed in this Sub-District would be 36 dwelling units. Pursuant to the City's Density Bonus regulations, this number could increase to a maximum of 49 dwelling units. In both scenarios, the maximum allowable residential density is well below the proposed 101 residential unit count.

The portion of the Project site facing San Fernando Road is in the Downtown District and uses a Floor Area Ratio (FAR) to determine the allowable intensity of development, which includes the number of residential units. Under FAR, the maximum allowable square footage is 3.5 times the lot size when it includes residential land uses as part of a mixed use project. In this case, the maximum buildable floor area is 122,500 square feet (e.g., 35,000 sq. ft. times 3.5 FAR). Under the FAR scenario the number residential units and commercial square footage proposed as part of the development would only be limited by the allowable building envelope. The building envelope is constrained by such development standards as setbacks, required number and size of on-site parking spaces, and building height. In this scenario it could be possible to build the proposed 101 residential units, the 17,455

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 9

square feet of commercial floor area, and the 108 on-site parking spaces. Per the applicant's request, the use of FAR analysis for the entire Project site to facilitate the Project requires City approval of the zone change and zone map amendments in order to designate the entire Project site under the SP-4 zone, Downtown District and San Fernando Mall Sub-District zoning classification.

The proposed Project would allow a mixed use, infill development project to be developed at the Project site, which includes 60,000 square feet of unused and somewhat obsolete retail space of the former J. C. Penney's building. The interior space of the space of the 51-year old building is in need of major structural upgrades and lacks elevators and escalators necessary to transport potential customers to the three existing levels. Furthermore, the building requires a significant amount of structural and utility upgrades necessary to bring the building up to current building codes and lacks one or more levels of on-site parking dedicated to the existing commercial tenant space. Collectively, these factors significantly limit the potential pool of prospective tenants willing to pay the necessary premium rents to offset the cost to upgrade the building in order to comply with current building standards and potentially building subterranean parking facilities. Therefore, it is anticipated that not facilitating the proposed Project would result in the building remaining unoccupied beyond its current two year vacancy.

The Project site's adaptive reuse will allow a mixed use project that includes ground floor retail uses and new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
 2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated
Negative Declaration

1140 and 1148 San Fernando Road

Page 10

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- still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
 4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
 5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
 6. Use the corridors to enhance San Fernando's identity to visitors.

(Source: San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.)

Adaptive reuse of the Project site that will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area.

It is staff's assessment that the proposed building design and site improvements are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I: Purpose; Pg. 82.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments the are consistent with the pattern of existing and anticipated development

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated
Negative Declaration

1140 and 1148 San Fernando Road

Page 11

within the San Fernando Mall Sub-District that includes retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road.

The design of the building could be described as a modern building with a mix of design elements that effectively incorporates stucco, concrete, and metal materials in order to create a cohesive, yet modern design style that is both distinctive to the proposed structures and complimentary to the front façade of the former J. C. Penney's building that is being preserved. Key architectural elements include: raised parapet walls of various elevation heights that assist in breaking up the façade, multi-panel windows of varying sizes, multi-story tower structures at varying heights, balconies with metal railings, functional interior courtyards and patios, well-defined pedestrian and vehicular entryways, on-site common open space amenities. Furthermore, all design elements are repeated throughout the building's interior and exterior facades, creating an overall design that is visually appealing.

The set of conceptual plans submitted for final review by the Commission and Council included herein as "Attachment 11". City staff will be working with the applicant to further refine the conceptual plans in order to address the proposed Conditions of Approval (Exhibit A to Attachment 1), mitigation measures included as part of the environmental assessment, and any revisions requested by the Commission and Council to ensure the Project's overall design is compatible with the surrounding commercial and residential land uses located within the San Fernando Mall and the adjacent SP-4 zoned properties.

Approval of the proposed Project and associated zone map amendment, variance, and site plan review applications would ensure the Project's compliance with the goals and objectives of the City General Plan Land Use Element by:

- ✓ Retaining the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center (i.e., Sylmar/San Fernando Metrolink Station) and the City's downtown/civic center areas; and,
- ✓ Maintaining an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the project's development.

(San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6)

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated
Negative Declaration

1140 and 1148 San Fernando Road

Page 12

In San Fernando, the Southern California Association of Governments (SCAG) is the metropolitan planning organization that represents the City in regional planning matters and is responsible for the development of regional plans for transportation, growth management, and other plans mandated by federal and state law.

In 2000, SCAG initiated a comprehensive process to develop a plan that the city actively participated in to focus on regional methods for responsible growth and development patterns. The Compass Blueprint Growth Vision was a result of regional planning efforts that were developed from input by more than 190 cities, including the City of San Fernando, to address land use and transportation challenges that currently face Southern California and will continue to do so in the future. The Compass Blueprint Growth Vision focuses on four key principles to encourage responsible land use policies and growth patterns. These principles include mobility, livability, prosperity, and sustainability. To implement these principles, the Growth Vision encourages: 1) focusing growth in existing and emerging centers and along major transportation corridors; 2) creating significant areas of mixed-use development and walkable communities, 3) targeting growth around existing and planned transit stations, and 4) preserving existing open space and stable residential areas. Additionally, the Compass Blueprint's "2% Strategy" for implementing the growth vision creates a guideline that promotes improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents.

As part of the 2% Strategy, opportunity areas were identified throughout the region along transportation corridors where infill development was possible ("Attachment 5"). Based on SCAG's assessment, the City of San Fernando's SP-4 zone commercial corridor that includes portions of the Truman/San Fernando and Downtown district corridors has been identified part of a larger opportunity area that can facilitate the development of infill, transit oriented development projects in close proximity to a transit center where rail and bus transit is available to service nearby residents and people that travel from outside of the area to work in the City. The San Fernando/Sylmar Metrolink Station, which provides public access to bus and rail lines is located on the southwesterly corner of Hubbard Avenue and First Street is located approximately .60 miles from the Project site.

The proposed mixed use project that includes 101 one-bedroom units dedicated for rent to low-income households would be developed as part of an infill development project that would occupy the location of vacant three-story commercial building located at 1140 San Fernando Road (the former J.C. Penney's building) and replace the existing 9,179 square foot commercial building at 1148 San Fernando Road that currently houses the Casanova retail store (former Bank of America building). The Project would also facilitate retention of the J.C. Penney's building façade and storefront design that exist along San Fernando Road as provide for significant physical upgrades to the site through the development of a four story mixed use building with a subterranean parking level, 17,455 square feet of ground floor

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 13

commercial, and three floors of residential within a new building that complies with all applicable City building codes.

Additionally, the Metro bus stops are located within a quarter mile of the Project site at Celis Street and San Fernando Mission Boulevard (Metro Bus Stop No. 20035) and Truman Street and South Maclay Avenue (Metro Bus Stop Nos. 6617/14981). Furthermore, the Project site is within a quarter mile from two trolley stop located on Celis Street and San Fernando Mission Boulevard (Trolley Stop No. 27) and San Fernando Road and San Fernando Mission Boulevard (Trolley Stop No. 28).

The location of the Project and its close proximity to public transportation and the City's downtown make the site ideal for a mixed use project that also includes affordable housing units. Also, the applicant has proposed that all of the 101 dwelling units of the Project would be made available for rent by eligible households whose income is 60 percent or less of the Los Angeles County's area median income ("AMI"). The proposed improvements to the site would integrate well with the surrounding commercial and residential uses that exist and have historically existed within the San Fernando Mall/Downtown area.

The Project and associated zone map amendment, variance and site plan review application request would meet the four principles outlined in the Compass Blueprint's Growth Vision by:

- ✓ Increasing the region's mobility by:
 - ✓ Encouraging transportation investments and land use decisions that are mutually supportive;
 - ✓ Locating new housing near existing jobs and new jobs near existing housing;
 - ✓ Encouraging transit-oriented development; and,
 - ✓ Promoting a variety of travel choices.
 - ✓ Enhancing the livability of our communities by:
 - ✓ Promoting in-fill development and redevelopment of underutilized and vacant parcels in order to revitalize existing communities;
 - ✓ Promoting "people-scaled," walkable communities; and,
 - ✓ Supporting the preservation of stable neighborhoods.
 - ✓ Enabling our prosperity by:
 - ✓ Providing a variety of housing types in each community to meet the housing needs of all income levels; and,
 - ✓ Supporting local and state planning and fiscal policies that encourage balanced growth.
 - ✓ Promoting sustainability for future generations by:
 - ✓ Developing strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions;
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 14

- ✓ Focusing development in urban centers and existing cities; and,
- ✓ Using "green" development techniques.

(Southern California Association of Governments: Compass Blueprint Growth Vision – 2% Strategy; www.compassblueprint.org/about/strategy)

- b. Compliance with Housing Element Goals, Objectives and State Mandated Housing Programs. As mandated by State law, a city is required to make adequate provisions for the existing and projected housing needs of all economic segments of the community. These provisions are included within the City of San Fernando General Plan Housing Element's Housing Plan and specify programs that guide how the city will provide its fair share of affordable housing units. (City General Plan 2013-2021 Housing Element, Program No. 5, 6 and 7, Pgs. 76-78.) The Southern California Association of Governments (SCAG) is the metropolitan planning organization that is responsible for determining the City's required housing allocation through the Regional Housing Needs Assessment (RHNA). As defined by RHNA, San Fernando's new construction need for the period of 2014 through 2021 is 217 new units. This allocation of required units are distributed among the following four income categories included in the table below:

<u>Regional Housing Needs Assessment (RHNA) Figures: 2014 – 2021</u>	
Very low-income units	55 Units
Low-income units	32 Units
Moderate-income units	35 Units
Above Moderate-income units	95 Units
Total	217 Units

(City of San Fernando 2014-2021 Housing Element, Table 31, Pg. 57.)

The proposed Project would consist of the construction of a total of 101 one-bedroom apartment units for rent by eligible low- and/or very low-income households who are at 60 percent or less of the County's Area Median Income (AMI). Approval of the requested amendment to City's zoning map to change the district and sub-district land use designations for portions of the affected properties at 1140 and 1148 San Fernando Road from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District would facilitate the development of the mixed use project that includes new affordable housing for low- and very low-income households, an underserved segment of the city's population.

The availability of new affordable housing would help the City get closer to achieving its fair share allocation of the RHNA housing numbers. Additionally, a condition on the development of the Project, the units will be maintained affordable for a period of

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 15

no less than 30 years. The condition of approval for the Project will ensure the long term availability of affordable housing for low- and very low-income residents within the city. These new units of affordable housing would also help the City get closer to achieving its fair share allocation of the RHNA numbers for the new 2014-2021 reporting period, as required by State law.

In addition, the Project would also comply with goals and policies of the City General Plan Housing Element by:

- ✓ Providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives;
- ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
- ✓ Providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy;
- ✓ Providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with special needs (such seniors and persons with disabilities, including persons with developmental disabilities);
- ✓ Utilizing zoning tools, including zone map amendment, variances, shared parking agreements, etc.], to provide affordable units within market rate developments;
- ✓ Supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and,
- ✓ Encouraging the use of sustainable and green building features in new housing.

(2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7,2.9; Pgs. 75-76)

c. Compliance with Historic Preservation Element Goals, Objectives, and Programs.

In 2002, the City of San Fernando commissioned the preparation of a historic resources survey to identify potentially historic structures within the City. The survey, conducted by Cultural Resource Management, LLC, resulted in the identification 231 properties that could potentially merit designation as local historic resources. Of the five commercial properties identified, the J. C. Penney's building at 1140 San Fernando Road was one of the properties listed as a structure that could merit designation. The description provided of the building in the survey is as follows:

"The J. C. Penney's Co. is a modern style building, influenced by the International and Moderne styles. As quoted in the San Fernando Sun in 1942, "this building will stand as one of the most modern department stores in the Valley". The International Style features include the flat roof and façade-length ribbon windows that are flush to the wall. The entrance area is recessed under the principal structure. The building is two stories, with a prominent second story façade that is influenced by more streamline characteristics. The length is marked by rectangular space of concrete shiplap, outlined with ribbed concrete, with vertical row of three decorative squares on the southern

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 16

end. A parapet wall rises on the southern corner, sheathed in shaded concrete tile. A flat roof extends over the centrally positioned entrance, supported by two ribbed columns. Smooth stone flanks the ribbon windows on the first story façade. The side walls are covered with stucco.” (2002 Historic Resources Survey prepared by Cultural Resource Management, LLC.)

The J. C. Penney’s Building, built in 1953, incorporates a Modern-style of design distinctive of post-World War II architecture with Art Deco and International influences. The building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior neon blade sign that reads “PENNEY’S’S” along a vertical band of light green terra cotta tiles.

As noted previously a biography of the company and its history in San Fernando was provided to City staff by the property owner in order facilitate the City’s assessment of whether the building met City criteria for designation as a City historic resource. The description in the biography regarding the building’s architecture is provided below.

“This two-story building has a flat composition roof; stucco, masonry, and brick walls; steel sash; and terrazzo and terra cotta detailing. The upper wall of the front (east) façade is mainly stucco scored horizontally, its edges “framed” by stepped molding made of terra cotta tile. On the south end is one of the building’s few decorative elements – three squares, arranged vertically, composed of four orange tiles framed by darker terra cotta tile. The lower part of the wall above the display windows, but reaching all the way to the roof in a parapet structure on the south end, is made up of rectangular green terra cotta tiles with white mortar. The same material appears in the bulkheads below the display windows. At the south end of the second level of the front façade is a projecting vertical sign which announces PENNEY’S’S. Attached to the wall at the north end is raised lettering spelling out: J. C. PENNEY’S CO.

The first floor of the front façade is very symmetrical, with display windows of four-paneled plate-glass, set in stainless steel, on both ends and a recessed entry court in the middle. Above each display window is a full-length stainless-steel projecting header. The extreme ends of the front façade and the walls connecting the display windows to the entry court are veneered with green marble cut into large blocks.

The entry court is recessed under a projecting canopy roof supported by two fluted columns clad in brown terra cotta tiles. Banks of tall display windows slant toward the entry doors. The bulkheads of these windows are lower but made of the same material as those of the street-side windows. Below each window and set into the bulkheads are two rectangular mesh vents. There are three pairs of glass doors set in stainless steel with plate-glass transoms above. The floor of the entry court is green terrazzo squares; its ceiling is textured plaster.

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 17

The south and north facades of the building are windowless brick.

The west (rear) façade, which faces Celis Street has a scored stucco surface similar to the front. A small part of the façade on the south end is raised above the roof-line, evidently to hide mechanical equipment. On the north end of the first floor is a recessed employee entrance and on the north end a delivery entrance with a roll-down corrugated metal door. The recessed rear customer entrance is symmetrically laid out: a set of double glass doors flanked by a single glass door with sidelights and transoms. Beyond each sidelight is a square display window. All of these features are “framed” at the top and both sides by a course of brown terra cotta tiles similar to those found on the front of the building. Above this, centered in the wall, are raised letters spelling out: J. C. PENNEY’S CO.” (The J. C. Penney’s Building: A History – Prepared by Tim Gregory, The Building Biographer, Page 5.)

On April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan. The Historic Preservation Element established goals, objectives, and policies for the preservation of the City’s historic structures and neighborhoods. Consistent with the objectives of the Historic Preservation Element, the city adopted the Historic Preservation Ordinance on November 17, 2008, to provide for the recognition, preservation and use of historic resources in the City of San Fernando.

In order to designate an improvement as a city historic resource, the Planning and Preservation Commission shall review a request for designation and provide a recommendation to the City Council on whether an improvement satisfies the criteria to merit designation. Pursuant to City Section 106-1384, an improvement is defined as “any manmade physical object or structure, or manmade alteration of terrain or plantings, constituting a physical feature of real property.”

Criteria for Designation of Historic Resources. Pursuant to City Code Section 106-1385(a), an improvement may be considered for designation as a City historic resource by the Planning and Preservation Commission and the City Council if it meets at least one of the following criteria:

- ✓ It is associated with events or lives of persons that have made a significant contribution to the broad patterns of the history of the city, region, state or nation;
 - ✓ It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation; or,
 - ✓ It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 18

Designation and General Findings. Pursuant to City Code Section 106-1405, the Planning and Preservation Commission shall not approve applications or proposed designations submitted pursuant to the provisions of the City's Historic Preservation Ordinance unless the commission makes one or more of the following findings concerning the proposed application:

- ✓ The Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties (the "Secretary's Standards") and the purposes of the City's Historic Preservation Ordinance;
- ✓ The Project is not consistent with Secretary's Standards due to economic hardship or economic infeasibility that has been proven by the subject applicant, but the Project is generally consistent with, and supportive of, the goals and policies of the general plan and purposes of City's Historic Preservation Ordinance; or,
- ✓ The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.

On September 5, 2012, the Planning and Preservation Commission recommended approval of the designation of the J. C. Penney's building at 1140 San Fernando Road as a historic resource to the City Council pursuant to Planning and Preservation Commission Resolution 2012-09 ("Attachment 4").

Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J.C. Penney's building at 1140 San Fernando Road merited consideration for designation as a local landmark, the chief planning official (the City Planner) submitted a written request to obtain the property owner's consent to such designation. The City Planner was unable to obtain the property owner's written consent at that time and it was the City Planner's determination that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent.

Upon further review of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road, it is staff's assessment that said architectural features and appurtenances found on the J. C. Penney's building's front elevation facing San Fernando Road would merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources by meeting the following two criteria for designation:

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 19

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- **It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney's building at 1140 San Fernando Road includes unique architectural features and appurtenances along the San Fernando building façade that are sometimes found on modern-style buildings of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S'S" along a vertical band of light green terra cotta tiles.

As clearly exemplified in the front building façade facing San Fernando Road, the treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road consists of scored horizontal stucco with its edges "framed" by stepped molding made of terra cotta tile and include three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the type of blade and individual letters as well as font type that currently spell out "PENNEY'S'S" and "J C Penney's Co", the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building facing San Fernando Road. The façade treatment at the rear of the building along Celis Street is non-descript and includes horizontal score lines on a predominantly flat façade with a secondary entrance for customers and well as an opening for the delivery and pick door. The façade along Celis Street does not add significantly to the character defining features of the building and could be considered as the "working/business" end portion of the building facing onto the street and adjacent public parking lot where deliveries had historically occurred. Therefore, it is staff's assessment that the rear façade does not merit preservation as part of the Project as they do not add any greater understanding of the architectural style or method of construction of the building as can be found to a greater degree in the front building façade facing San Fernando Road.

As previously noted, the character defining features of the building exist along the San Fernando Road street elevation and these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney's building's post-war modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building as expressed in the front façade features visible along San Fernando Road incorporates and retains the use of high quality building materials

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 20

that are unique to the period of this architectural style. Thus, it is staff's assessment that this criterion can be met.

- **It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.**

The J. C. Penney's building's front façade architectural features and appurtenances provide an excellent example of post-war Modern commercial architecture, with the building as a whole remaining relatively unchanged since it was first built in 1953. Preservation of these improvements and designation of said features as a City historic resource would help in preserving the San Fernando Mall's historic identity as an outdoor promenade and a shopping district with regional significance while still facilitating future adaptive reuse of the site at 1140 San Fernando Road. An established name in San Fernando since 1927, the J. C. Penney's building and business occupancy are recognized fixtures in the City that have been frequented by many generations of residents. Preservation of the front façade architectural features and appurtenances as well as photographic documentation of the entire building's interior and exterior will ensure that important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer and associated building and site as one of the few small neighborhood J. C. Penney's stores from the post-World War II era are retained. Therefore, the preservation of the J. C. Penney's building's distinctive character defining architectural features and appurtenances as noted in the front building elevation facing San Fernando Road will continue to yield important information about the history of the City and more specifically the San Fernando Mall, and the preserve the history of the J C Penney's Company's early development of neighborhood service retail department stores. Thus, it is staff's assessment that this criterion can be met.

In light of the forgoing analysis, it is staff's assessment that the J. C. Penney's building's front façade elevation facing San Fernando Road that includes character defining architectural features and appurtenances located at 1140 San Fernando Road merits designation as a City historic resource based on its meeting two of the required criterion noted in the City's Historic Preservation Ordinance and inclusion into the City of San Fernando Register of Historic Resources. Designation of the J. C. Penney's character defining features found on the building front façade elevation facing San Fernando Road would help with preservation of the character defining features in order to facilitate future redevelopment of the site.

Based on the above findings, staff recommends that the Planning and Preservation Commission recommend that the City Council designate the J. C. Penney's building's character defining features and appurtenances as noted on the front façade located

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 21

along San Fernando Road at 1140 San Fernando Road as a City historic resource, pursuant to Planning and Preservation Commission Resolution 2014-07. Designation of the J C Penney's building's front façade is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

The proposed Project, which includes the preservation of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road merits designation of said features as City historic resource based on the following finding:

- **The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.**

The front façade of the former J.C. Penney's building would continue to be recognized as a physical record of its time, place, and use (1953 department store in San Fernando), as it would be incorporated into the new building. The remaining physical record of the building, except for the south wall, would be removed to accommodate the project, which would then have the appearance of a four-story mixed use building, rather than a two-story department store. According to the developer, the contemporary design of the new mixed use building is intended to complement the preserved San Fernando Road façade of the former J.C. Penney's store through the use of additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original storefront.

The project would require major alterations to the former J.C. Penney's Company building to change the use from a two-story, 60,000-sf department store to a four-story, mixed use building. The project would incorporate the existing, east-facing façade of the former J.C. Penney's building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, into the new apartment building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the building's distinctive materials and features would be retained and preserved (namely the front-facing façade and signage), the vast majority of the building or over 50 percent of the property would be demolished in order to change the use from primarily commercial to a mixed use building with ground floor commercial and three floors above of residential apartment units. The rear-facing façade along

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 22

Celis Street with its less than significant design features would be removed, including the entrance display windows and the horizontal score lines along the otherwise flat, rear wall. Therefore, the Project's required alterations to building, which includes removal of the rear facing façade with its less distinctive store front window openings and horizontal score lines, would not be consistent with the one or more of the Secretary Standards that seek to limit modifications to "minimal changes" to the property's "distinctive materials, features, spaces, and spatial relationships".

However, preservation of the character defining features J.C. Penney's building front façade, including the distinctive features such as sign type (blade and individual channel letter signs), recessed entrance, ground floor storefront windows and incorporating them into the final design of the new four-story, mixed use building is consistent with the following General Plan goals, objectives and policies:

- ✓ The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).
- ✓ The Project as proposed complies with the goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse of these character defining features rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 23

character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

Lastly, the preservation of the J C Penney's building's front façade and photographic and archival documentation of the building design, construction and use shall be undertaken by the City and interpretive materials photographic, written and otherwise shall be incorporated into the final Project design as required by the City's Cultural Resources Mitigation Measures included as Section 3.5.4 of the San Fernando Initial Study and Mitigated Negative Declaration for Mixed Use Project at 1140 and 1148 San Fernando Road (June 6, 2014). The project documentation of the entire building and historical archiving of the building is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65. Thus, it is staff's assessment that this finding can be met.

5. **Zone Change.** As referenced in Section 1, the proposed Project would require a zone map amendment in order to allow both existing through lots, which are currently zoned SP-4 (Corridors Specific Plan) to be under one district and sub-district classification. Under the proposed zone map amendment the two subject parcels that make up the Project site would be rezoned to have the entire property designated as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone. This would be consistent with the zoning classification of neighboring parcels located to the east and north of the project site along San Fernando Road between San Fernando Mission Boulevard and South Brand Boulevard.

Pursuant to City Code Section 106-20, a zone map amendment is subject to discretionary review by the Planning and Preservation Commission and the City Council. The zone map amendment review process allows the opportunity for the Planning and Preservation Commission and City Council to assess the proposal's consistency with the City's general plan goals, objectives, policies, and programs as well as the applicable zoning regulations. In addition, the commission and council review ensures that the proposal would not be detrimental to the public interest, health, safety, convenience or welfare. The Planning and Preservation Commission shall review a proposed zone map amendment and determine whether to approve a resolution of intention and provide a recommendation for approval to the City Council for said zone map amendment. Subsequent to a recommendation for approval by the Commission, the City Council shall review and consider approval of the requested amendments only if the required findings of fact can be made. A negative determination on any single finding will uphold a denial.

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 24

If the Planning and Preservation Commission concurs with staff's assessment, it would be the commission's recommendation to the City Council that the findings for approval of the requested zone map amendment could be made in this instance based on the aforementioned discussion, and as explained below.

- **The proposed amendment is consistent with the objectives, policies, general land uses and programs of the city's general plan.**

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140 and 1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

It is staff's assessment that the proposed building design and site improvements are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 25

adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 26

providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35). Thus, it is staff's assessment that this finding can be made.

- **The adoption of the proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare.**

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140 and 1148 First Street (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above grand level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand. Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare. Thus, it is staff's assessment that this finding can be made.

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 27

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6. **Traffic.** The proposed mixed use development at 1140 and 1148 San Fernando Road is not expected to adversely impact existing traffic patterns along San Fernando Road (one vehicular lane of travel in each direction in front of the Project site), San Fernando Mission Boulevard (with two lanes of travel in each direction in front of the Project site), Celis Street (with one lane of travel in each direction) and South Maclay Avenue (with one lane of travel in each direction) and the surrounding San Fernando Mall/Downtown area that includes a mix of residential and commercial uses. Based on the transportation and circulation analysis that was prepared as part of the Initial Study and Mitigated Negative Declaration for the Project, it is anticipated that the proposed project would generate 1,416 net new daily trips on a typical weekday, with 166 trips occurring during the AM peak hours (65 entering and 101 exiting) and 108 trips occurring during the PM peak hours (61 entering and 47 exiting). The AM and PM peak hours are 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The results of the traffic impact analysis conducted as part of environmental assessment for the project indicates that the proposed mixed use project at the subject Project site will not significantly impact the key intersections or surrounding roadway system by the project opening anticipated to be 2016. Furthermore, all the studied intersections are expected to operate at a Level of Service (LOS) A with little to no delay for vehicular traffic at the evaluated, signalized intersections during the AM and PM peak hours post-construction of the Project. (Source: Initial Study and Mitigated Negative Declaration for Mixed Use Development: 1140/1148 San Fernando Road, Pg. 108-124.)

The proposed development of the affordable housing Project is consistent with the local and regional growth projections anticipated as part of the City of San Fernando's General Plan and the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). As proposed, the project will not conflict with any applicable congestion management program, including level of service standards and travel demand measures, or other measures established by the Los Angeles County Metropolitan Transit Authority's Congestion Management Program (CMP) for designated roads or highways.

7. **Parking.** The Project's conceptual plans ("Attachment 11") include 108 on-site parking spaces that include 82 parking spaces on a subterranean parking level and 26 parking spaces on the ground floor level; included within the total parking are five handicap accessible parking spaces. Access to the on-site parking areas are provided via two, two-way driveway entrances along Celis Street. As previously noted the total existing commercial square footage is 69,179 square feet.

Prior to the SP-4 zone's adoption in 2005, the applicable parking ratio was 1 parking space for every 300 square feet of gross floor area. As originally constructed in the early 1950s, the existing gross floor area would have required 231 on-site parking spaces. The Project site is part of the City's Central Business District and part of Parking Assessment District Area A, which was established as a way of allowing for existing legally established uses and structures such as those that existed at the Project site and that do not comply with current land uses regulation to continue to operate and use adjacent public parking facilities in lieu of on-site parking. Therefore, the Project site has a legal non-conforming

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 28

entitlement for retail/service uses of up to 231 parking spaces. Pursuant to Sections 8.1 in both Districts, requirements for new parking are limited to the net new floor area that accompanies the change of use, which allows the Project to retain the proposed 17,455 square feet of commercial floor space on the ground floor without providing any additional on-site parking spaces.

Pursuant to Sections 8.1 in both districts, one parking space shall be provided for each one-bedroom residential dwelling unit and two parking spaces shall be provided for each two-bedroom unit or larger. Additionally, two tenths of a parking space for each dwelling unit shall be provided as guest parking. Per the Project site proposal, the proposed 101, one-bedroom residential dwelling units would require 101 on-site parking spaces as well as an additional 20 guest parking spaces. Furthermore, both zoning districts also allow the minimum number of required parking spaces to be satisfied either on-site; on-street along adjacent public street frontages; by constructing or purchasing spaces in off-site parking structures; and/or, by payment of a fee in lieu of parking or through a shared parking agreement. In this particular instance, the Project site's proposed 108 on-site parking spaces would result in a net shortage of 13 on-site guest parking spaces. Per Downtown District Section 8.1(8), the 13 guest parking spaces will be provided off-site at surface parking lot also owned by the applicant/developer that is located at 1300 San Fernando Road (located 60 feet southwest of the Project site at the corner of Kalisher Street and San Fernando Road).

All proposed on-site parking located within the subterranean and ground floor parking areas will be standard size or handicap cap size as noted in the City zoning regulations. Per City Code Section 106-829, the dimension of a standard parking stall is nine feet in width by 19 feet in length. Compact parking is not permitted for residential development. Additionally, handicap accessible parking dimensions shall be 14 feet in width by 20 feet in length. Pursuant to City Code Section 106-837, all parking spaces shall be double-striped with the stall widths measured from the midpoints of the double-stripe markings.

Under the Truman/San Fernando District and Downtown District Sections 8.1, the 13 guest parking space requirement can be met via the payment of a fee in lieu of parking or obtaining a shared parking agreement with property owners in the surrounding area. Furthermore, Section 8.1(8) of the Downtown District notes that "guest parking may be provided off-site through payment of an in-lieu fee or through a shared parking agreement".

Pursuant to the requirements of the San Fernando Corridors Specific Plan, Downtown District's Section 8.1 and 8.1(8) (Parking), the Project will provide for all the required residential parking including 108 on-site parking spaces (i.e., 101 for residents and 5 available for guests) and 13 spaces for guest parking designated on an off-site parking facility owned by the property owner/developer and located at 1300 San Fernando Road (APN: 2521-016-018). The subject site is located at approximately 600 feet to the northwest of the Project site at the corner of Kalisher Street and San Fernando Road. Pursuant to Section 8.1 (Vehicular Parking Requirements), Subsection A(1-2) and as a

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 29

Condition of Approval for the project, the owner of the Project site shall enter into a shared parking agreement with the owner of the surface parking lot at 1300 San Fernando Road (APN: 2521-016-018) and said agreement shall be reviewed by the Community Development Department with a recorded copy of the shared parking agreement being recorded against both properties and copy of said recorded agreement submitted to the Community Development Department prior to the issuance of a building permit. Based on the proposed requirement, the project will provide all the required parking on-site for residents and guest parking will be provided via the combination of on-site and off-site parking facilities as previously noted and therefore a variance from the City's applicable parking regulations for similarly zoned SP-4 properties is no longer required.

8. **Building Setbacks.** Code defines setbacks as the “shortest horizontal distance, measured at ground level and above, between a building or structure and a lot line.” As noted in the conceptual plans for the Project (“Attachment 11”), the proposed building will be located on what will become a corner parcel after the merger of the two existing parcels. The parcel merger is required as a condition of approval for the Project and must be completed prior to the issuance of a building permit for construction of the Project. Similar to the two existing parcels that make up the Project site, the new merged parcel will have a through lot configuration with two front setbacks along San Fernando Road and Celis Street. The proposed building would be built to zero-lot-lines along all four building elevations. Three of the building's proposed facades will be facing the public right of ways along San Fernando Road, San Fernando Mission Boulevard, and Celis Street.

As previously noted the Project Site is bisected by two SP-4 zone Sub-Districts and therefore the proposed building frontages have varying required setbacks along each building frontage. The Project Site has a front setback along San Fernando Road, a side setback along San Fernando Mission Boulevard, an interior side setback abutting similarly zoned properties to the east, and another front setback facing Celis Street.

The front setback along San Fernando Road is governed by the Downtown District development standards (Sections 5.1(A) and 5.1(B)), which requires non-residential ground-floor uses to be built to the front property line and the residential uses proposed on the upper floors to be setback a minimum of 15 feet from the front property line.

The portion of the Project Site's side backs in the San Fernando Mall and located along San Fernando Mission Boulevard and the interior building elevation are required to be built to the property line. (Downtown District Section 5.2.) However, the portions of the Project Site's side setbacks in the Truman/San Fernando District fronting onto San Fernando Mission and the interior easterly lot line required a minimum five and zero feet, respectively. (Truman/San Fernando District Section 5.4(A).)

Due to the unique configuration of the existing lots that make up Project Site, and the fact that a portion of the lots are located within the Truman/San Fernando District, the front setback along Celis Street is 15 feet. (Truman/San Fernando District Section 5.2(B).)

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 30

Depending on the applicable District's setback requirements there are also exceptions that allow for a portion of the building frontages to be recessed for courtyards.

Per the applicant's request, the use of Downtown District Height requirements for the entire Project Site to facilitate the project requires City approval of the zone map amendment to designate the entire Project Site under the SP-4 zone, Downtown District and San Fernando Mall Sub-District zoning classification. Furthermore, the project would require approval of a Variance application by the City to allow zero lot line setback for the proposed upper floor of residential along Celis Street and San Fernando Mission Boulevard consistent with the existing building setbacks of the two buildings current located within the Project Site.

It is staff's assessment that approval of the proposed variance to modify the existing front and side setbacks to allow the buildings upper residential floors to be built to the property lines along San Fernando Road, San Fernando Mission Boulevard, and Celis Street is warranted based on the Project site's physical constraints that limit the ability to develop a mixed use project four story building with 17,455 square feet of ground floor commercial, 101 residential units on three floors above ground level and 108 residential and guest parking spaces to be provided within the proposed subterranean parking level (82 parking spaces) ground floor parking area (26 parking spaces). Specifically, the physical constraints of the Project, which is distinct from the majority of the properties in the San Fernando Mall/Downtown area include: the "through lot" configuration of the existing parcels that make up the Project site, which are also bisected by two Corridors Specific Plan districts and sub-districts; the 4.27 drop in grade from San Fernando Road to Celis Street; and, the need to preserve the San Fernando Road, front façade of the former J. C. Penney's building. Collectively, these physical constraints result in exceptional physical characteristics attributed to the size, shape, topography, location and surroundings that deprive the property of the privilege to build out a mixed use project as permitted under the Corridors Specific Plan for similarly zoned SP-4 properties within the San Fernando Mall Sub-District and downtown area.

The "through lot" configuration of the Project site located at the at the westernmost entrance to the San Fernando Mall with three two front setbacks along San Fernando Road and Celis Street and third street facing side setback along San Fernando Mission Boulevard as well as an approximate 4.27 change in grade from the San Fernando Road street frontage to the Celis Street frontage results in an atypical site that creates significant physical constraints to redevelopment that warrant approval from the required maximum 50-foot building height and 15-foot minimum setback for the proposed residential uses on the three floors above ground level. As noted in the proposed conceptual plans, there is a maximum grade change of 4.27 feet from the northeast corner of the Project site on San Fernando Road to Southeast corner of the site along Celis Street, which has a significant effect on developing the merged through lots as a mixed use, multi-story project that includes a subterranean parking level, ground floor uses, and upper floors of residential on one of a handful of properties that exist within the lot that run from San Fernando Road to Celis

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 31

Street and therefore have to deal with the unique grade change between two primary frontages.

The Commission's approval of Variance 2014-001 would allow the existing building's upper residential floors to encroach into the required 15 upper floor setback for residential development within the Downtown District. Allowing the mixed use building to retain a zero lot line setback along the front and side setbacks along all three street frontages is consistent with the San Fernando Corridors Specific Plan's purposes for the area, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments the are consistent with the pattern of existing and anticipated development within the San Fernando Mall Sub-District that includes retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road.

Without the permitted variance along the San Fernando Road street frontage it would be difficult to retain the historic façade and still provide the area necessary on the upper floors to accommodate the proposed residential units and common open space areas. This it is staff's assessment that allowing the variance to deviate from the 15 setback for upper residential floors within the Downtown District of the San Fernando Corridors Specific Plan will allow a more cohesive architectural design of the building with sufficient upper floor areas to accommodate the proposed residential units while still maintain building elevations and site lines along the San Fernando Road, San Fernando Mission Boulevard, and Celis Street that are consistent with neighboring commercial properties in the San Fernando Mall and adjacent commercial areas.

9. **Building Height.** The proposed Project's building elevations as noted in "Attachment 11" to this report show the following maximum building heights at the top of the proposed parapet wall/architectural feature per street frontage:
- ✓ San Fernando Road Elevation = 56.25 feet;
 - ✓ San Fernando Mission Boulevard Elevation = 59.09 feet; and,
 - ✓ Celis Street Elevation = 60 feet.
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 32

Pursuant to Truman/San Fernando District Section 4.1, the proposed building may not exceed a maximum height of three floors or 40 feet, whichever is less. However, the height of the building can be increased to 50 feet if residential units are provided as part of a mixed-use building for those properties with frontage on San Fernando Road located between Huntington Street and San Fernando Mission Boulevard. Unfortunately, the Project Site is located just outside this area and would therefore be limited to the 3 floors or 40 feet maximum height. Therefore, the Project Site and proposed building height of the project would not comply with the applicable building height within the Truman/San Fernando District.

Pursuant to Downtown District Section 4.1, the maximum building height is four floors or 50 feet, whichever is less. Furthermore, this section also allows for an increased height of 10 feet for architectural features and/or roof top structures such as elevators, staircases, roof deck trellises that are setback 10 feet from building walls. Based on the submitted conceptual plans, the project would exceed the 50-foot maximum building height. The proposed roof top structures and architectural details (i.e., parapet walls) comply with the additional 10-feet of building height increase up to 60 feet permitted under the San Fernando Corridors Specific Plan. (See "Attachment 11".)

Per the applicant's request, the use of Downtown District height requirements for the entire Project site to facilitate the mixed use development requires City approval of the zone map amendment to designate the entire Project Site under the SP-4 zone, Downtown District and San Fernando Mall Sub-District zoning classification.

Allowing the proposed building height will facilitate the proposed mixed use development that includes: 101 residential dwelling units; 17,455 square feet of ground floor commercial area; 108 parking spaces provided within a subterranean level (82 parking spaces) and ground floor parking area (26 parking spaces); on a merged Project site that currently straddles to zoning classifications and has a grade finish grade height of 4.27 feet from the Project sites northeast corner to its southeast corner. The building's existing façade has an average building height of approximately 38.64 (excluding the height of the tower feature on Celis Street). The existing tower feature at the southeast corner of the property along Celis Street has a maximum height of approximately 55.67 feet. The Project site's previously applicable maximum building height was 45 feet with a permitted additional 10 feet of building height allowed for equipment shelters and elevator tower features, which results in an overall maximum height of 55 feet. (City Code Section 106-968(4).)

The proposed Project's average building height is approximately 51.4 feet, which is approximately 12.76 feet taller than the average height than the existing building. The proposed building height will result in an overall building size and scale that is compatible with surrounding commercial buildings and is consistent with the pattern of development permitted within the Downtown District's San Fernando Mall Sub-District area. Therefore, it is staff's assessment that the proposed preservation of the existing front building elevation along San Fernando Road of the former J. C. Penney's Department Store coupled

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 33

with the 4.27-foot grade change from San Fernando Road to Celis Street create physical constraints unique to the subject property that warrant approval of a variance to deviate from the maximum allowable building height of 50 feet to facilitate needed building areas and architectural features that allow for the screening of roof top equipment, provide for greater building articulation, and account for the finish grade change for through lots that currently existing and would subsequently be merged as part of the Project's approval.

10. **Open Space.** The Project includes a legend that notes 10,100 square feet of private open space (with 100 square feet provided for each unit) and an additional 15,678 square feet of common opens space in the form of central and side courtyard areas (8,206 sq. ft.), a community room (1,141 sq. ft.), a fitness room (938 sq. ft.), a conference room (593 sq. ft.) and roof top garden area (4,820 sq. ft.). The City open space regulations require a minimum of 150 square feet of usable common open space shall be provided on-site and shall not include required setback areas. Additionally, 60 square feet of private open space shall be provided for each residential unit. Private open space can be provided within patios, porches, balconies, terraces, and decks and shall provide a minimum dimension of six feet in any one direction. As proposed, the project provides balcony areas with a width that is greater than six feet as required by the City code. The conceptual plans will also be modified to provide a minimum depth of three and half feet while still providing the cumulative amount of not less than 60 square feet of open space negating the need for a variance. The proposed private open space will be incorporated into the proposed 101 units that range in size from 542 to 572 square feet. (See "Attachment 11".)
11. **Lot Merger.** As part of the proposal, the Protect site's two parcels located at 1140 and 1148 San Fernando (APN's: 2521-032-008 and 2521-032-007) would be consolidated to form one legal lot of record. Prior to the issuance of a building permit to construct the affordable housing project, the developer shall submit an application to merge the aforementioned parcels. Per the City's adopted regulations, the owner initiated lot merger will be required to be completed prior to the issuance of any building permit to construct the mixed use project.
12. **Variance.** A variance is a discretionary permit issued by the Planning and Preservation Commission allowing a property owner to deviate from a development standard or to build a structure not otherwise permitted under the applicable development standards. The statutory justification for a variance is that the owner would otherwise suffer a unique hardship under the general zoning regulations because the particular parcel is different from the others to which the regulation applies due to its size, shape, topography, location and/or surroundings.

A variance is subject to discretionary review by the Planning and Preservation Commission. The variance review process allows the commission the opportunity to assess the proposal's consistency with the city's general plan policies, redevelopment plan goals and objectives, zoning development standards, and the design guidelines for multiple family residential structures. This process provides for a review of the quality of site design

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 34

and building layout, and of compatibility of the proposed development with the immediate surroundings.

Conditions imposed on the applicant through the discretionary review process may call for any measures that are reasonably related to the project. This principal is applied in the form of seven findings of fact, which the commission must consider in making its decision. All findings must be justified and upheld in the affirmative for approval of the variance; a negative determination on any single finding will uphold a denial.

If the commission concurs with staff's assessment, it would be the commission's determination that the findings for approval of the variance could be made in this instance based on the aforementioned discussion, and as explained below.

- **There are special circumstances or exceptional characteristics applicable to the property involved, including size, shape, topography, location, or surroundings such that strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.**

It is staff's assessment that the variances from the city's applicable development standards in order to deviate from the City's requirements to maintain 50-foot maximum building height and minimum 15-foot front and side setbacks for the three residential floors above ground level for similarly zoned SP-4 (Corridors Specific Plan) zoned property located within the Downtown District, San Fernando Mall Sub-District are warranted based on the lots physical constraints that limit the ability to develop a mixed use project four story building with 17,455 square feet of ground floor commercial, 101 residential units on three floors above ground level and 108 residential and guest parking spaces to be provided within the proposed subterranean parking level (82 parking spaces) ground floor parking area (26 parking spaces).

The Project site's physical characteristics limit the ability to develop a mixed use project at the subject site. Specifically, the physical constraints of the Project, which is distinct from the majority of the properties in the San Fernando Mall/Downtown area include: the "through lot" configuration of the existing parcels that make up the Project site, which are also bisected by two Corridors Specific Plan districts and sub-districts; the 4.27 drop in grade from San Fernando Road to Celis Street; and, the need to preserve the San Fernando Road, front façade of the former J. C. Penney's building. Collectively, these physical constraints result in exceptional physical characteristics attributed to the size, shape, topography, location and surroundings that deprive the property of the privilege to build out a mixed use project as permitted under the Corridors Specific Plan for similarly zoned SP-4 properties within the San Fernando Mall Sub-District and downtown area.

The "through lot" configuration of the Project site located at the at the westernmost entrance to the San Fernando Mall with three two front setbacks along San Fernando Road and Celis Street and third street facing side setback along San Fernando Mission Boulevard

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 35

as well as an approximate 4.27 change in grade from the San Fernando Road street frontage to the Celis Street frontage results in an atypical site that creates significant physical constraints to redevelopment that warrant approval from the required maximum 50-foot building height and 15-foot minimum setback for the proposed residential uses on the three floors above ground level. As noted in the proposed conceptual plans, there is a maximum grade change of 4.27 feet from the northeast corner of the Project site on San Fernando Road to Southeast corner of the site along Celis Street, which has a significant effect on developing the merged through lots as a mixed use, multi-story project that includes a subterranean parking level, ground floor uses, and upper floors of residential on one of a handful of properties that exist within the lot that run from San Fernando Road to Celis Street and therefore have to deal with the unique grade change between two primary frontages.

Approval of the proposed variance will facilitate the development of four-story mixed use building with commercial and residential land uses that include affordable housing units and on-site residential and guest parking to be constructed with an average building height of approximately 51.4 feet, which is approximately 12.76 feet taller than the average height the existing building. Approval of the variance to construct the building at the proposed building height will result in an overall building size and scale that is compatible with surrounding commercial buildings and is consistent with the pattern of development permitted within the Downtown District's San Fernando Mall Sub-District area. In addition, the proposed variance to exceed the 50-foot maximum building height would allow preservation of the character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in compliance with the City's Historic Preservation Element Goals 1, 4 through 6, and Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5 by allowing increased height to accommodate additional common areas in the form of community, conference and exercise rooms behind the preserved San Fernando building façade while providing sufficient ceiling height clearances for the ground commercial as well as building area necessary to accommodate 101 affordable rental housing units that are to be constructed on the upper floors. Therefore, it is staff's assessment that the proposed preservation of the existing front building elevation along San Fernando Road of the former J. C. Penney's Department Store coupled with the 4.27-foot grade change from San Fernando Road to Celis Street create physical constraints unique to the subject property that warrant approval of a variance to deviate from the maximum allowable building height of 50 feet to facilitate needed building areas and architectural features that allow for the screening of roof top equipment, provide for greater building articulation, and account for the finish grade change for through lots that currently existing and would subsequently be merged as part of the Project's approval.

It is staff's assessment that approval of the proposed variance to modify the existing front and side setbacks to allow the buildings upper residential floors to be built to the property lines along San Fernando Road, San Fernando Mission Boulevard, and Celis Street is warranted. The Commission's approval of Variance 2014-001 would allow the existing building's upper residential floors to encroach into the required 15 upper floor setback for residential development within the Downtown District. Allowing the mixed use building to

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 36

retain a zero lot line setback along the front and side setbacks along all three street frontages is consistent with the San Fernando Corridors Specific Plan's purposes for the area, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments the are consistent with the pattern of existing and anticipated development within the San Fernando Mall Sub-District that includes retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road.

Without the permitted variance along the San Fernando Road street frontage it would be difficult to retain the historic façade and still provide the area necessary on the upper floors to accommodate the proposed residential units and common open space areas. This it is staff's assessment that allowing the variance to deviate from the 15 setback for upper residential floors within the Downtown District of the San Fernando Corridors Specific Plan will allow a more cohesive architectural design of the building with sufficient upper floor areas to accommodate the proposed residential units while still maintain building elevations and site lines along the San Fernando Road, San Fernando Mission Boulevard, and Celis Street that are consistent with neighboring commercial properties in the San Fernando Mall and adjacent commercial areas.

Approval of the variance will allow the mixed use building to be built to the edge of sidewalk and therefore retain the architectural design of the building and associated finishes of the J.C. Penney's building historic front façade along San Fernando Road and develop 101 apartment units affordable to households making 60% of the County AMI. The variance approval to allow construction of the upper residential floors with a zero setback along all three street frontages is also in compliance with the goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 37

Plan areas as part of the City's overall revitalization strategy. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5; Pg. 75).

Approval of the variance would allow physical improvements that are of a complimentary mass and scale that does not visually overpower the site and surrounding commercial land uses within the San Fernando Mall/Downtown area and portions of the Central Business District located to south of the Project site. Collectively, all of the on-site improvements to the subject site have resulted in new private investment that adds to the overall character of the community. Thus, it is the staff's recommendation that this finding can be made in this case.

- **The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone in which the property is located.**

The granting of a variance to deviate from the City's 15-foot minimum setback for residential uses and the City's 50-foot maximum building height will allow construction of a mixed use project that retains a zero front and side setback along all three street frontages includes new commercial and residential land uses with a maximum building height to the top of the proposed parapet wall/architectural feature of 56.25 feet, 59.09 feet, and 60.06 feet along the respective San Fernando Road, San Fernando Mission Boulevard, and Celis Street building elevations.

These variances from the building height and building setback for residential land uses within the Downtown District would allow the introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, and windows of different sizes consistent with the applicable Corridors Specific Plan redevelopment strategies. Furthermore, the proposed variance from the maximum building height and minimum setback for residential uses will result in individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road and preservation of the J. C. Penney's buildings historic front façade architectural features in a manner that allows for redevelopment of the project site under the current building and life and safety codes, adjacent public right of way improvements and any needed upgrades to the existing utilities service the proposed land uses at the subject site. Therefore, approval of the variances for building height and building setbacks for residential uses would facilitate private investment into the San Fernando Mall/Downtown area while accommodate new commercial and affordable housing uses at the subject site in manner that would not be detrimental or injurious to the property and is consistent with the pattern of commercial development envisioned within the designated SP-4 General Plan Land Use Designation and SP-4 (Corridors Specific Plan) zone. Thus, it is the staff's recommendation that this finding can be made.

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated
Negative Declaration

1140 and 1148 San Fernando Road

Page 38

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- **The granting of such variance will not be contrary to or in conflict with the general purposes and intent of the zoning ordinance, nor to the goals and programs of the General Plan.**

The variance from the City's applicable Downtown District development standards for maximum building height and minimum setback for residential uses (the "Variance") will facilitate: construction of a four story, mixed use building with 17,455 square feet of ground floor retail and three floors above the ground floor with 101 affordable rental units specifically designated for low-income households; development of subterranean and ground floor parking area for 108 on-site parking spaces dedicated for use by future residents their guests; and, preservation of the J.C. Penney's building front façade architectural features and signs. Approval of the variance would result in the redevelopment of the site with a modern, code compliant building that preserves the historic features of the existing vacant building and allows for these features to be incorporated into a new development with a high quality architectural design.

Variance approval and the resulting mixed use development is consistent with the San Fernando Corridors Specific Plan's purpose within the Downtown district, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
 2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
 3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
 4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 39

development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);

5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
6. Use the corridors to enhance San Fernando's identity to visitors.
(Source: *San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.*)

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area.

It is staff's assessment that the proposed building design and site improvements which includes a new building with parapet walls that exceed 50-feet in height and includes residential uses built with zero setbacks are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I: Purpose; Pg. 82.)

Approval of the Variance to accommodate the proposed Project's overall building height and setbacks would also ensure the Project's compliance with the goals and objectives of the City General Plan Land Use Element by:

- ✓ Retaining the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center (i.e., Sylmar/San Fernando Metrolink Station) and the City's downtown/civic center areas; and,
 - ✓ Maintaining an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the project's development.
(Source: *San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6*)
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 40

Approval of the Variance will allow development of the Project that includes the construction of a total of 101 one-bedroom apartment units for rent by eligible low- and/or very low-income households who are at 60 percent or less of the County's Area Median Income (AMI), an underserved segment of the City's population.

The availability of new affordable housing would help the City to get closer to achieving its fair share allocation of the RHNA housing numbers. Additionally, a condition on the development of the Project requires the units to be maintained affordable for a period of no less than 30 years. The condition of approval for the Project will ensure the long term availability of affordable housing for low- and very low-income residents within the City. Variance approval and subsequent construction of these new units of affordable housing would also help the City get closer to achieving its fair share allocation of the RHNA numbers for the new 2014-2021 reporting period, as required by State law.

In addition, approval of the Variance and the resulting Project would also comply with goals and policies of the City General Plan Housing Element by:

- ✓ Providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives;
 - ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
 - ✓ Providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy;
 - ✓ Providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with special needs (such seniors and persons with disabilities, including persons with developmental disabilities);
 - ✓ Utilizing zoning tools, including density bonus [zone code/zone map amendments, variances, etc.], to provide affordable units within market rate developments;
 - ✓ Supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and,
 - ✓ Encouraging the use of sustainable and green building features in new housing.
- (Source: 2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7,2.9; Pgs. 75-76)*

Approval of the Variance and the resulting Project also comply with goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 41

Furthermore, Variance approval to facilitate the Project is consistent with the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (*Source: 2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35.*) Thus, it is the staff's recommendation that this finding can be made.

- **The variance request is consistent with the purpose and intent of the zone in which the site is located.**

Approval of the Variance is consistent with purpose and intent of the SP-4 (Corridors Specific Plan) zone, Downtown District and San Fernando Mall Sub-District, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

7. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
 8. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
 9. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
 10. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
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June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 42

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11. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
 12. Use the corridors to enhance San Fernando's identity to visitors.
(Source: *San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.*)

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area. Thus, it is staff's recommendation that this finding can be made

- **The subject site is physically suitable for the proposed variance.**

The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. (APN# 2521-032-001) and 20,000 sq. ft. (APN# 2521-032-008), respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. The two parcels that make up the Project site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. Both parcels are through lots that have street frontages along San Fernando Road and Celis Street with the westernmost parcel also having street frontage along San Fernando Mission Boulevard. Similarly zoned SP-4 zoned parcels are located to the north, south, east and west of the Project site. The Project site also shares the Mixed Use Transition and San Fernando Mall sub-district classifications with its neighbors to the east along Celis Street and San Fernando Road, respectively. Properties located within the San Fernando Mall Sub-District are located across San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. Properties to the west of the Project site along San Fernando Mission Boulevard are located within the Mixed Use Transition Sub-District.

The Project site includes the former J.C. Penney's building, which is a three-story building with approximately 60,000 square feet of floor area (three floors at 20,000 square feet each) and store front entrances along both San Fernando Road and Celis Street. Originally built in 1953, the interior of the building consists of two floors and a basement. The store operated retail activity on the first floor and basement of the building, with the second floor used for offices and storage. The Project site also includes the former Bank of America building that currently houses the Casanova clothing store, which is a one story building with approximately 9,179 square feet of commercial floor area. The building has store front entrances along both San Fernando Road and Celis Street, a building elevation along San Fernando Mission Boulevard and a surface parking lot at the rear of the site accessible from Celis Street. Neighboring properties along Celis Street and San Fernando road include one

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 43

and two-story buildings with most buildings being built to the property lines and little to no on-site parking facilities.

Approval of the Variance to deviate from the 50-foot maximum building height and 15 minimum 15-foot setback for proposed residential land uses will facilitate the Project's development under the allowable of Floor Area Ratio (FAR) 3.5. Under the FAR, the maximum allowable square footage is 3.5 times the lot size when it includes residential land uses as part of a mixed use project. In this case, the maximum buildable floor area is 122,500 square feet (e.g., 35,000 sq. ft. times 3.5 FAR). Approval of the Variance to develop the Project would result in a total square footage of 94,979 square feet (i.e., 77,523 for residential and 17,455 square feet for commercial) or 2.71 FAR; well below the permitted FAR under the applicable Downtown District development standards.

In addition, the proposed commercial land use would continue to have access to the 10 diagonal public parking spaces located adjacent to the subject site on San Fernando Road and the 144 parking spaces located across the street at City Parking Lot No. 3 as permitted under the San Fernando Corridors Specific Plan. Furthermore, the Project would provide the required number of residential and guest parking required by the City Zoning Ordinance through a combination of 108 parking spaces on-site and an additional 13 spaces located off-site at a private surface parking lot at 1300 San Fernando Road via a shared parking agreement. The resulting mixed use building, which includes preservation of the historic J. C. Penney's building front façade along San Fernando Road will produce an overall architectural design for the building that has a mass and scale that is compatible with the site's physical dimensions as it relates to lot width and depth thus producing an overall design and building layout that accommodates the needed high density and building height and setbacks within a structure that is visually attractive to pedestrians and is in keeping with the character envisioned by the San Fernando Corridors Specific Plan for the Downtown District, San Fernando Mall Sub-District area. Thus, it is the staff's recommendation that this finding can be made.

- **There are adequate provisions for water, sanitation and public utilities and services to ensure that the proposed variance would not be detrimental to public health and safety.**

The Variance to allow for the construction of the mixed use project with 101 residential units affordable to low-income households with 108 on-site residential and guest parking spaces at the Project site and all proposed on-site and off-site physical improvements would not have an adverse impact to water, sanitation and public utilities and services and would not be detrimental to public health and safety. The proposed residential development would require upgraded water, sewer, and electrical infrastructure on a project site that would be developed as part of the Project in compliance with current City building codes.

The proposed 101 units and 17,455 square feet of ground floor commercial space with 108 on-site parking spaces would not create an undue burden on existing water, sanitation and

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated Negative Declaration

1140 and 1148 San Fernando Road

Page 44

public utilities and services by requiring the implementation of sustainable design features. The green building design features include, but are not limited to: energy and water reduction strategies; building strategies that maximize sunlight for heat and light, and maximize air flow for natural cooling; selection of building materials made from renewable resources; solid waste reduction technologies; storm water mitigation; and, gray water recycling technologies. The Project will also be “Build it GreenPoint rating of 100 points or greater” and will be 20 percent more efficient than 2010 Title 24 building code standards. Furthermore, any infrastructure and utility upgrades required as part of the proposal would be developed in compliance with the requirements of the city’s building codes. Thus, it is the staff’s recommendation that this finding can be made.

- **There will be adequate provisions for public access to service the property which is the subject of the variance.**

Approval of the Variance to allow the building exceed the 50-foot maximum building height and the 15-foot minimum setback for residential uses will not have an adverse impact on public and emergency responder’s access to the Project site. The proposed physical improvements to the site and adjacent public right-of-way that provide for the demolition of existing physically blighted portions of the Project site that include the 20,000 square foot basement, 49,179 square feet of antiquated commercial space will facilitate the development of modern, City-building-code compliant, mixed use building with subterranean and ground level parking, 17,455 square feet of ground floor commercial and over 75,523 square feet of residential floor area providing 101 residential units and open space amenities. The Project’s physical upgrades will result in a mixed use building with enhanced public access to the commercial floor space, parking areas, and multi-level apartments that comply with all building and life and safety codes while also providing the required two-way driveways that provide vehicular access to zoning code compliant standard and handicap accessible parking stalls. New driveways, storefront entrances, and residential lobby, staircases and elevators will enhance emergency response personnel’s access to the site and the location of the Project site with vehicular access from San Fernando Road, San Fernando Mission Boulevard, and Celis Street ensure ongoing access to the building by police and fire department vehicles. Thus, it is the staff’s recommendation that this finding can be made.

CONCLUSION:

In light of the forgoing analysis, it is staff’s determination that the Planning and Preservation Commission’s approval of variance and site plan review applications (i.e., Variance 2014-001 and Site Plan Review 2014-008) is warranted. Furthermore, it is staff’s assessment that the proposed zone map amendment and to allow for designation of the entire Project site under the Downtown District, San Fernando Mall Sub-District is also consistent with the City’s General Plan SP-4 Land Use Designation and applicable SP-4 Zoning regulations by allowing a mixed use development project that includes ground floor commercial and 101 affordable housing units

June 23, 2014

ZMA 2014-001, SPR 2014-008, VAR 2014-001, Historic Designation and Initial Study & Mitigated

Negative Declaration

1140 and 1148 San Fernando Road

Page 45

while also preserving ensuring the long term preservation of the J C Penney's Building's front façade and associated character defining architectural features and appurtenances as a City historic resource as part of the Mixed Use Project at 1140 and 1148 San Fernando Road.

Therefore, staff recommends that, based on the above findings, the Planning and Preservation Commission:

Staff recommends that the Planning and Preservation Commission:

1. Approve Variance 2014-001 and Site Plan Review 2014-008, pursuant to Planning and Preservation Commission Resolution 2014-06 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1");
2. Adopt Planning and Preservation Commission Resolution 2014-07 ("Attachment 2") recommending to the City Council designation of the J. C. Penney's building's front façade elevation facing San Fernando Road which includes character defining architectural features and appurtenances located at 1140 San Fernando Road as a city historic resource; and,
3. Adopt a "Resolution of Intention" recommending to the City Council approval of the Zone Map Amendment 2014-001 and adoption of the Initial Study and Mitigated Negative Declaration for Project to the City Council, pursuant to Planning and Preservation Commission Resolution 2014-08 ("Attachment 3").

ATTACHMENTS:

1. Resolution 2014-06 and Exhibit A: Conditions of Approval
 2. Resolution 2014-07
 3. Resolution 2014-08 and Exhibit A: Initial Study and Mitigated Negative Declaration
 4. Resolution 2012-09
 5. Vicinity Map
 6. Existing General Plan Land Use and Zoning Maps
 7. Draft Amended Zoning District and Sub-District Land Use Maps
 8. Public Comments/Responses to Comments as of June 20, 2014
 9. Letter from Aszkenazy Development, Inc.
 10. Project Site Photos
 11. Project Conceptual Plans (6/23/2014)
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ATTACHMENT 1:

**Planning and Preservation Commission
Resolution 2014-06 and
Exhibit “A”: Conditions of Approval**

RESOLUTION NO. 2014-06**A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
OF THE CITY OF SAN FERNANDO APPROVING VARIANCE 2014-001 AND
SITE PLAN REVIEW 2014-008 FOR THE MIXED USE PROJECT AT 1140-1148
SAN FERNANDO ROAD**

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as “Applicant,” has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the “Project”;

WHEREAS, the Project would require an amendment to the “City Districts and Land Use Sub-Districts” map of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140 and 1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone;

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J.C. Penney’s building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando’s CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City’s environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project’s approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, subject to the final approval of the Zone Map Amendment 2014-001 and the adoption of the Initial Study and Mitigated Negative Declaration by the City Council at their upcoming meeting on June 25, 2014, the applicant has requested approval of Variance 2014-001 and Site Plan Review 2014-008 to allow construction of the proposed mixed use project as noted in the conceptual plans reviewed and approved by the Planning and Preservation Commission on June 23, 2014 and deviate from the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-District development standards in order to build the proposed multi-story building that exceeds the

maximum 50-foot building height and does not setback the upper residential floors 15 feet, but instead seeks to build the three floors of residential at the back of sidewalk along all three the buildings street frontages facing San Fernando Road, San Fernando Mission Boulevard, and Celis Street;

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed Variance 2014-001 and Site Plan Review 2014-008 on June 23, 2014 at 7:00 p.m., and proper public notice was duly given pursuant to Code Section 106-72, et al.;

WHEREAS, the Planning and Preservation Commission has considered all of the evidence presented in connection with the Project and associated Variance 2014-001 and Site Plan Review 2014-008, written and oral at the public hearing held on the 23rd day of June 2014; and,

WHEREAS, the Planning and Preservation Commission's findings for approval of the Variance 2014-001 and Site Plan Review 2014-008 were memorialized in writing in the form of Planning and Preservation Commission Resolution 2014-06 on June 23, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 1: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff reports, with regard to the Project, the Planning and Preservation Commission concurred with the City planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect at their meeting on June 25, 2014; and

SECTION 2: The proposed project and provisions for its design and on-site and off-site physical improvements as noted in the conceptual plans submitted to the Planning and Preservation Commission on June 23, 2014, as part of Variance 2014-001 and Site Plan Review 2014-008 are consistent with the objectives, policies, and general land uses and programs provided in the City's General Plan and Zoning Code; and

SECTION 3: Pursuant to City Code §106-295, the Planning and Preservation Commission has determined that the following findings for Variance 2014-001 have been justified and upheld in the affirmative; allowing the proposed mixed use project to deviate from the city's 50-foot maximum building height and 15-foot minimum setback for residential uses within the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-District and result in the a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units designated as affordable to eligible low-income households, and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road. The Planning and Preservation Commission findings are as follows:

- 1) There are special circumstances or exceptional characteristics applicable to the property involved, including size, shape, topography, location, or surroundings such that strict application of the zoning ordinance deprives such property of privileges, enjoyed by other property in the vicinity and under the identical zoning classification.**

It is staff's assessment that the variances from the city's applicable development standards in order to deviate from the City's requirements to maintain 50-foot maximum building height and minimum 15-foot front and side setbacks for the three residential floors above ground level for similarly zoned SP-4 (Corridors Specific Plan) zoned property located within the Downtown District, San Fernando Mall Sub-District are warranted based on the lots physical constraints that limit the ability to develop a mixed use project four story building with 17,455 square feet of ground floor commercial, 101 residential units on three floors above ground level and 108 residential and guest parking spaces to be provided within the proposed subterranean parking level (82 parking spaces) ground floor parking area (26 parking spaces).

The Project site's physical characteristics limit the ability to develop a mixed use project at the subject site. Specifically, the physical constraints of the Project, which is distinct from the majority of the properties in the San Fernando Mall/Downtown area include: the "through lot" configuration of the existing parcels that make up the Project site, which are also bisected by two Corridors Specific Plan districts and sub-districts; the 4.27 drop in grade from San Fernando Road to Celis Street; and, the need to preserve the San Fernando Road, front façade of the former J. C. Penney's building. Collectively, these physical constraints result in exceptional physical characteristics attributed to the size, shape, topography, location and surroundings that deprive the property of the privilege to build out a mixed use project as permitted under the Corridors Specific Plan for similarly zoned SP-4 properties within the San Fernando Mall Sub-District and downtown area.

The "through lot" configuration of the Project site located at the at the westernmost entrance to the San Fernando Mall with three two front setbacks along San Fernando Road and Celis Street and third street facing side setback along San Fernando Mission Boulevard as well as an approximate 4.27 change in grade from the San Fernando Road street frontage to the Celis Street frontage results in an atypical site that creates significant physical constraints to redevelopment that warrant approval from the required maximum 50-foot building height and 15-foot minimum setback for the proposed residential uses on the three floors above ground level. As noted in the proposed conceptual plans, there is a maximum grade change of 4.27 feet from the northeast corner of the Project site on San Fernando Road to Southeast corner of the site along Celis Street, which has a significant effect on developing the merged through lots as a mixed use, multi-story project that includes a subterranean parking level, ground floor uses, and upper floors of residential on one of a handful of properties that exist within the lot that run from San Fernando Road to Celis Street and therefore have to deal with the unique grade change between two primary frontages.

Approval of the proposed variance will facilitate the development of four-story mixed use building with commercial and residential land uses that include affordable housing units and on-site residential and guest parking to be constructed with an average building height of approximately 51.4 feet, which is approximately 12.76 feet taller than the average height the

existing building. Approval of the variance to construct the building at the proposed building height will result in an overall building size and scale that is compatible with surrounding commercial buildings and is consistent with the pattern of development permitted within the Downtown District's San Fernando Mall Sub-District area. In addition, the proposed variance to exceed the 50-foot maximum building height would allow preservation of the character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in compliance with the City's Historic Preservation Element Goals 1, 4 through 6, and Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5 by allowing increased height to accommodate additional common areas in the form of community, conference and exercise rooms behind the preserved San Fernando building façade while providing sufficient ceiling height clearances for the ground commercial as well as building area necessary to accommodate 101 affordable rental housing units that are to be constructed on the upper floors. Therefore, it is staff's assessment that the proposed preservation of the existing front building elevation along San Fernando Road of the former J. C. Penney Department Store coupled with the 4.27-foot grade change from San Fernando Road to Celis Street create physical constraints unique to the subject property that warrant approval of a variance to deviate from the maximum allowable building height of 50 feet to facilitate needed building areas and architectural features that allow for the screening of roof top equipment, provide for greater building articulation, and account for the finish grade change for through lots that currently existing and would subsequently be merged as part of the Project's approval.

It is staff's assessment that approval of the proposed variance to modify the existing front and side setbacks to allow the buildings upper residential floors to be built to the property lines along San Fernando Road, San Fernando Mission Boulevard, and Celis Street is warranted. The Commission's approval of Variance 2014-001 would allow the existing building's upper residential floors to encroach into the required 15 upper floor setback for residential development within the Downtown District. Allowing the mixed use building to retain a zero lot line setback along the front and side setbacks along all three street frontages is consistent with the San Fernando Corridors Specific Plan's purposes for the area, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

The proposed Project would result in a building with a defined street edge with building frontages to the back of sidewalk along San Fernando Road, San Fernando Mission Boulevard, and Celis Street; consistent with the existing prevailing setback along the San Fernando Mall between San Fernando Mission Boulevard and South Brand Boulevard. The proposed building facades are architecturally subdivided into segments the are consistent with the pattern of existing and anticipated development within the San Fernando Mall Sub-District that includes retention of the existing building façade along San Fernando Road, introduction of complementary vertical architectural features along all three visible building elevations, parapet walls of varying heights, windows of different sizes, individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along

San Fernando Road.

Without the permitted variance along the San Fernando Road street frontage it would be difficult to retain the historic façade and still provide the area necessary on the upper floors to accommodate the proposed residential units and common open space areas. This is staff's assessment that allowing the variance to deviate from the 15 setback for upper residential floors within the Downtown District of the San Fernando Corridors Specific Plan will allow a more cohesive architectural design of the building with sufficient upper floor areas to accommodate the proposed residential units while still maintain building elevations and site lines along the San Fernando Road, San Fernando Mission Boulevard, and Celis Street that are consistent with neighboring commercial properties in the San Fernando Mall and adjacent commercial areas.

Approval of the variance will allow the mixed use building to be built to the edge of sidewalk and therefore retain the architectural design of the building and associated finishes of the J.C. Penney's building historic front façade along San Fernando Road and develop 101 apartment units affordable to households making 60% of the County AMI. The variance approval to allow construction of the upper residential floors with a zero setback along all three street frontages is also in compliance with the goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5; Pg. 75).

Approval of the variance would allow physical improvements that are of a complimentary mass and scale that does not visually overpower the site and surrounding commercial land uses within the San Fernando Mall/Downtown area and portions of the Central Business District located to south of the Project site. Collectively, all of the on-site improvements to the subject site have resulted in new private investment that adds to the overall character of the community. Thus, it is the commission's assessment that this finding can be made in this case.

2) The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone in which the property is located.

The granting of a variance to deviate from the City's 15-foot minimum setback for residential uses and the City's 50-foot maximum building height will allow construction of a mixed use project that retains a zero front and side setback along all three street frontages includes new commercial and residential land uses with a maximum building height to the top of the proposed parapet wall/architectural feature of 56.25 feet, 59.09 feet, and 60.06 feet along the respective San Fernando Road, San Fernando Mission Boulevard, and Celis Street building elevations.

These variances from the building height and building setback for residential land uses within the Downtown District would allow the introduction of complementary vertical architectural

features along all three visible building elevations, parapet walls of varying heights, and windows of different sizes consistent with the applicable Corridors Specific Plan redevelopment strategies. Furthermore, the proposed variance from the maximum building height and minimum setback for residential uses will result in individualized ground floor store front facades that are also in keeping with the architectural character of the building as it exists along San Fernando Road and preservation of the J. C. Penney buildings historic front façade architectural features in a manner that allows for redevelopment of the project site under the current building and life and safety codes, adjacent public right of way improvements and any needed upgrades to the existing utilities service the proposed land uses at the subject site. Therefore, approval of the variances for building height and building setbacks for residential uses would facilitate private investment into the San Fernando Mall/Downtown area while accommodate new commercial and affordable housing uses at the subject site in manner that would not be detrimental or injurious to the property and is consistent with the pattern of commercial development envisioned within the designated SP-4 General Plan Land Use Designation and SP-4 (Corridors Specific Plan) zone. Thus, it is the commission's assessment that this finding can be made.

3) The granting of such variance will not be contrary to or in conflict with the general purposes and intent of the zoning ordinance, nor to the goals and programs of the General Plan.

The variance from the City's applicable Downtown District development standards for maximum building height and minimum setback for residential uses (the "Variance") will facilitate: construction of a four story, mixed use building with 17,455 square feet of ground floor retail and three floors above the ground floor with 101 affordable rental units specifically designated for low-income households; development of subterranean and ground floor parking area for 108 on-site parking spaces dedicated for use by future residents their guests; and, preservation of the J.C. Penney's building front façade architectural features and signs. Approval of the variance would result in the redevelopment of the site with a modern, code compliant building that preserves the historic features of the existing vacant building and allows for these features to be incorporated into a new development with a high quality architectural design.

Variance approval and the resulting mixed use development is consistent with the San Fernando Corridors Specific Plan's purpose within the Downtown district, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;
4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
6. Use the corridors to enhance San Fernando's identity to visitors.
(Source: *San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.*)

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area.

It is staff's assessment that the proposed building design and site improvements which includes a new building with parapet walls that exceed 50-feet in height and includes residential uses built with zero setbacks are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. "The design of the buildings in this district should support the role of providing interest and activity at the scale of pedestrians. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focused place on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community." (Downtown District, Section I: Purpose; Pg. 82.)

Approval of the Variance to accommodate the proposed Project's overall building height and setbacks would also ensure the Project's compliance with the goals and objectives of the City General Plan Land Use Element by:

- ✓ Retaining the small town character of San Fernando, which includes preservation of the low density single family residential neighborhoods by focusing higher density, infill, transit oriented development in the SP-4 (Corridors Specific Plan) zone within walking distance of a major transit center (i.e., Sylmar/San Fernando Metrolink Station) and the City's downtown/civic center areas; and,
- ✓ Maintaining an identity that is distinct from surrounding communities by providing for infill development that seeks to provide the proper balance of job and housing growth while still mitigating any potential environmental impacts associated with the project's development.
(Source: San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6)

Approval of the Variance will allow development of the Project that includes the construction of a total of 101 one-bedroom apartment units for rent by eligible low- and/or very low-income households who are at 60 percent or less of the County's Area Median Income (AMI), an underserved segment of the City's population.

The availability of new affordable housing would help the City to get closer to achieving its fair share allocation of the RHNA housing numbers. Additionally, a condition on the development of the Project requires the units to be maintained affordable for a period of no less than 30 years. The condition of approval for the Project will ensure the long term availability of affordable housing for low- and very low-income residents within the City. Variance approval and subsequent construction of these new units of affordable housing would also help the City get closer to achieving its fair share allocation of the RHNA numbers for the new 2014-2021 reporting period, as required by State law.

In addition, approval of the Variance and the resulting Project would also comply with goals and policies of the City General Plan Housing Element by:

- ✓ Providing a range of housing types to meet community needs by collaborating with affordable housing developers and approving regulatory concession or incentives;
- ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
- ✓ Providing opportunities for mixed use and infill housing development in the City's Corridors Specific Plan Areas as part of the City's overall revitalization strategy;
- ✓ Providing affordable housing opportunities for San Fernando's lower income population, including extremely low income households, and households with special needs (such seniors and persons with disabilities, including persons with developmental disabilities);
- ✓ Utilizing zoning tools, including density bonus [zone code/zone map amendments, variances, etc.], to provide affordable units within market rate developments;
- ✓ Supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and,
- ✓ Encouraging the use of sustainable and green building features in new housing.
(Source: 2014-2021 General Plan Housing Element Goals 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76)

Approval of the Variance and the resulting Project also comply with goals and policies of the

General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, Variance approval to facilitate the Project is consistent with the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (*Source: 2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35.*) Thus, it is the commission's assessment that this finding can be made.

4) The variance request is consistent with the purpose and intent of the zone in which the site is located.

Approval of the Variance is consistent with purpose and intent of the SP-4 (Corridors Specific Plan) zone, Downtown District and San Fernando Mall Sub-District, which seeks to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

Furthermore, approval of the Variance the proposed Project is consistent with the overall goal of the San Fernando Corridors Specific Plan that is to breathe new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care. The Variance approval to facilitate development of the Project is also consistent with the Specific Plan's objectives that seek to:

1. Establish the City's corridors as the armature of the city by being distinct areas of the city with a unique character that is active, livable, and unique places in their own right;
2. Remedy the feeling of "sprawl" in the corridors by consolidating land, focusing commercial, industrial, and residential land uses within the various districts while still allowing for a mixture of commercial and residential land uses in the appropriate Specific Plan areas including the Downtown District and portions of the Truman/San Fernando District;
3. Attract new investment appropriate to the envisioned character of the corridors. Enable the Specific Plan corridors to be attractive places for new businesses, residences, and workplaces desired by the community;

4. Revitalize the identity and investment climate of the city as a whole. To this end, the Specific Plan includes a revitalization strategy that seeks to "increase residential opportunities throughout the specific plan area" including higher density residential development within the Truman/San Fernando and Downtown districts (San Fernando Corridors Specific Plan, Page 42);
5. Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridors streets; and,
6. Use the corridors to enhance San Fernando's identity to visitors.
(Source: *San Fernando Corridors Specific Plan Revitalization Objectives Nos. 1 to 6, Pages 36-37.*)

Approval of the Variance will result in four-story mixed use building with 101 residential units, 17,455 square feet of ground floor commercial and 108 on-site residential and guest parking spaces within subterranean and ground floor parking areas would provide for a significant investment of funds and structural upgrades to the building and adjacent public right of ways as well as support the City's ongoing efforts to encourage new residential and commercial uses within the Downtown/San Fernando Mall area. Thus, it is commission's assessment that this finding can be made.

5) The subject site is physically suitable for the proposed variance.

The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. (APN# 2521-032-001) and 20,000 sq. ft. (APN# 2521-032-008), respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. The two parcels that make up the Project site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. Both parcels are through lots that have street frontages along San Fernando Road and Celis Street with the westernmost parcel also having street frontage along San Fernando Mission Boulevard. Similarly zoned SP-4 zoned parcels are located to the north, south, east and west of the Project site. The Project site also shares the Mixed Use Transition and San Fernando Mall sub-district classifications with its neighbors to the east along Celis Street and San Fernando Road, respectively. Properties located within the San Fernando Mall Sub-District are located across San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue. Properties to the west of the Project site along San Fernando Mission Boulevard are located within the Mixed Use Transition Sub-District.

The Project site includes the former J.C. Penney building, which is a three-story building with approximately 60,000 square feet of floor area (three floors at 20,000 square feet each) and store front entrances along both San Fernando Road and Celis Street. Originally built in 1953, the interior of the building consists of two floors and a basement. The store operated retail activity on the first floor and basement of the building, with the second floor used for offices and storage. The Project site also includes the former Bank of America building that currently houses the Casanova clothing store, which is a one story building with approximately 9,179 square feet of commercial floor area. The building has store front entrances along both San Fernando Road and Celis Street, a building elevation along San Fernando Mission Boulevard and a surface parking lot at the rear of the site accessible from Celis Street. Neighboring

properties along Celis Street and San Fernando road include one and two-story buildings with most buildings being built to the property lines and little to no on-site parking facilities.

Approval of the Variance to deviate from the 50-foot maximum building height and 15 minimum 15-foot setback for proposed residential land uses will facilitate the Project's development under the allowable of Floor Area Ratio (FAR) 3.5. Under the FAR, the maximum allowable square footage is 3.5 times the lot size when it includes residential land uses as part of a mixed use project. In this case, the maximum buildable floor area is 122,500 square feet (e.g., 35,000 sq. ft. times 3.5 FAR). Approval of the Variance to develop the Project would result in a total square footage of 94,979 square feet (i.e., 77,523 for residential and 17,455 square feet for commercial) or 2.71 FAR; well below the permitted FAR under the applicable Downtown District development standards.

In addition, the proposed commercial land use would continue to have access to the 10 diagonal public parking spaces located adjacent to the subject site on San Fernando Road and the 144 parking spaces located across the street at City Parking Lot No. 3 as permitted under the San Fernando Corridors Specific Plan. Furthermore, the Project would provide the required number of residential and guest parking required by the City Zoning Ordinance through a combination of 108 parking spaces on-site and an additional 13 spaces located off-site at a private surface parking lot at 1300 San Fernando Road via a shared parking agreement. The resulting mixed use building, which includes preservation of the historic J. C. Penney's building front façade along San Fernando Road will produce an overall architectural design for the building that has a mass and scale that is compatible with the site's physical dimensions as it relates to lot width and depth thus producing an overall design and building layout that accommodates the needed high density and building height and setbacks within a structure that is visually attractive to pedestrians and is in keeping with the character envisioned by the San Fernando Corridors Specific Plan for the Downtown District, San Fernando Mall Sub-District area. Thus, it is the commission's assessment that this finding can be made.

6) There are adequate provisions for water, sanitation and public utilities and services to ensure that the proposed variance would not be detrimental to public health and safety.

The Variance to allow for the construction of the mixed use project with 101 residential units affordable to low-income households with 108 on-site residential and guest parking spaces at the Project site and all proposed on-site and off-site physical improvements would not have an adverse impact to water, sanitation and public utilities and services and would not be detrimental to public health and safety. The proposed residential development would require upgraded water, sewer, and electrical infrastructure on a project site that would be developed as part of the Project in compliance with current City building codes.

The proposed 101 units and 17,455 square feet of ground floor commercial space with 108 on-site parking spaces would not create an undue burden on existing water, sanitation and public utilities and services by requiring the implementation of sustainable design features. The green building design features include, but are not limited to: energy and water reduction strategies; building strategies that maximize sunlight for heat and light, and maximize air flow for natural cooling; selection of building materials made from renewable resources; solid waste reduction technologies; storm water mitigation; and, gray water recycling technologies. The Project will

also be "Build it GreenPoint rating of 100 points or greater" and will be 20 percent more efficient than 2010 Title 24 building code standards. Furthermore, any infrastructure and utility upgrades required as part of the proposal would be developed in compliance with the requirements of the city's building codes. Thus, it is the commission's assessment that this finding can be made.

7) There will be adequate provisions for public access to service the property which is the subject of the variance.

Approval of the Variance to allow the building exceed the 50-foot maximum building height and the 15-foot minimum setback for residential uses will not have an adverse impact on public and emergency responder's access to the Project site. The proposed physical improvements to the site and adjacent public right-of-way that provide for the demolition of existing physically blighted portions of the Project site that include the 20,000 square foot basement, 49,179 square feet of antiquated commercial space will facilitate the development of modern, City building-code compliant, mixed use building with subterranean and ground level parking, 17,455 square feet of ground floor commercial and over 75,523 square feet of residential floor area providing 101 residential units and open space amenities. The Project's physical upgrades will result in a mixed use building with enhanced public access to the commercial floor space, parking areas, and multi-level apartments that comply with all building and life and safety codes while also providing the required two-way driveways that provide vehicular access to zoning code compliant standard and handicap accessible parking stalls. New driveways, storefront entrances, and residential lobby, staircases and elevators will enhance emergency response personnel's access to the site and the location of the Project site with vehicular access from San Fernando Road, San Fernando Mission Boulevard, and Celis Street ensure ongoing access to the building by police and fire department vehicles. Thus, it is the commission's assessment that this finding can be made.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby approves Variance 2013-01 and Site Plan Review 2014-008, subject to the conditions attached as Exhibit "A".

PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.

THEALE HAUPT, CHAIRPERSON

ATTEST:

FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 19th day of November 2013; and that the same was passed by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

EXHIBIT "A"
CONDITIONS OF APPROVAL

PROJECT NO. : **Variance 2014-001 and Site Plan Review 2014-008**
PROJECT ADDRESS : 1140 and 1148 San Fernando Road
Los Angeles County Assessor's Parcel No(s): 2521-032-008 and 2521-032-007

PROJECT DESCRIPTION : Approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road.

The Variance 2014-001 and Site Plan Review 2014-008 allow the proposed mixed use project to deviate from the city's 50-foot maximum building height and 15-foot minimum setback for residential uses within the San Fernando Corridors Specific Plan Downtown District, San Fernando Mall Sub-District. Furthermore, Project approval and implementation would facilitate designation of the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road as a City historic resource and list it on the San Fernando Register of Historic Resources.

The following conditions shall be made a part of the approval of the project, and shall be complied within their entirety, as determined by the Community Development Department:

1. Variance and Site Plan Review Entitlement. The variance and site plan are granted for the land described in this application and any attachments thereto, as reviewed by the Planning and Preservation Commission on June 23, 2014, except as herein modified to comply with these Conditions of Approval.
2. Occupancy per Approval. The subject property shall be improved and occupied in substantial conformance with the conceptual plans, as reviewed by the Planning and Preservation Commission on June 23, 2014, except as herein modified to comply with these Conditions of Approval.
3. Indemnification. The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or

instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

4. Building Code Requirements. The applicant shall comply with all applicable building and construction requirements of the City of San Fernando's building codes, as specified by the Community Development Department.
5. Property Maintenance. The subject site and its immediate surrounding area shall be maintained in a clean, neat, quiet and orderly manner at all times and shall comply with the property maintenance standards as set forth in the San Fernando City Code.
6. Site Inspections. Prior to the issuance of a final on the required building permit for the block wall and fence structures, the Community Development Department shall inspect the site to ensure compliance with these Conditions of Approval. Subsequent to occupancy, owners and all successors shall grant the right of access to authorized agents of the City of San Fernando to conduct periodic inspections of the property.
7. Encroachment Permit. Under no circumstances shall any public right-of-way be obstructed during construction by materials, vehicles, equipment or other related objects without prior approval from the City Engineer and/or Public Works Director. An Encroachment Permit must be obtained from the Public Works Department prior to any demolition and/or new construction activity that would require staging and/or construction within the public right-of-way.
8. General Compliance. The applicant shall comply with all requirements of applicable federal, state, or local law, ordinance, or regulation.
9. Construction Hours. Construction activity shall comply with the applicable requirements of the San Fernando City Code San Fernando City Code standards for construction in commercial zones.
10. Parcel Merger. The developer shall merge both existing parcels that make up the project site (Los Angeles County Assessor's Parcel Numbers: 2521-032-008 and 2521-032-007). A new parcel map and legal description as part of an owner initiated parcel merger shall be reviewed and approved by the Community Development Department and subsequently filed with the Los Angeles County Registrar-Recorder/County Clerk Office and proof of said recordation shall be provided to the Community Development Department. The parcel merger shall be completed prior the issuance of a building permit for the project.

11. Attached Checklist. The developer shall comply with the requirements as listed in the attached Public Works Department Development/Improvement Review Checklist (See "Attachment 1" of these Conditions of Approval)
12. Compliance with Mitigation Measures. The project shall comply with the Mitigation Measures reviewed and approved by the City Council on June 25, 2014, as part of the Council's adoption of the Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road.
13. Construction Plans. A copy of the Conditions of Approval (including all attachments) shall be printed on the final building plans submitted to the Community Development Department prior to the issuance of a building permit to construct the proposed multifamily apartment Project. Additionally, subsequent to obtaining final approval of the variance, site plan review, and zone map amendment from the City, the project applicant shall prepare a staging plan for the proposed construction that will be submitted as part of building permit plan check review process to be reviewed and approved by the Public Works Department. The construction plan shall note the locations 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. In addition, adequate security shall be provided to properly secure all building materials and tools during construction period. The construction plan shall provide specific provisions for the regulation of construction vehicle ingress and egress to the site during construction, while providing continued through-access for pedestrian and vehicles visiting the adjoining industrial and commercial business as well as the surrounding residential neighborhood.
14. Public Safety Requirements. The following security measures and public safety requirements shall be incorporated into the design of the proposed project:
 - Adequate lighting in all pedestrian pathways and within the proposed parking levels. In addition, adjoining public parkways/sidewalks should be adequately lit. The approved light fixtures should be architecturally compatible with the overall design of the building and should be shielded to reduce potential spillover to adjoining properties;
 - Knox boxes or similar emergency access key boxes that are integrated in to the buildings security alarm system. Such boxes shall conform to the requirements of the Los Angeles Fire Department;
 - Proper signage identifying any restrictions (e.g., prohibited, subject to towing, etc.) for overnight parking;
 - Sufficient height clearance within parking area for emergency vehicles as required by the Los Angeles Fire Department; and,
 - All emergency access lighting and signage as required by the Community Development Department and the Los Angeles Fire Department.
15. Proof of Affordability. The owner shall provide written documentation from the applicable tax

credit agency ensuring that the proposed 101 rental dwelling units that would be designated for low-income qualified renters would be retained as affordable units for a period of not less than 30 years.

16. Parking. All 108 on-site parking spaces shall comply with the parking regulations of the San Fernando City Code for design and minimum dimension. Furthermore, the Project site shall provide a bulletin board, display case or kiosk displaying transportation information located where the greatest numbers of residents are likely to see it. Information in the area shall include but is not limited to the following:
 - Current maps, routes and schedules for public transit routes serving the site;
 - Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
 - Ridesharing promotional material supplied by commuter-oriented organizations;
 - Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and,
 - A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
17. Shared Parking Agreement. The owner of the project site shall enter into a shared parking agreement with the owner of the surface parking lot at 1300 San Fernando Road (APN: 2521-016-018) to allow for no less than 13 guest parking spaces at the surface parking lot, pursuant to the requirements of San Fernando Corridors Specific Plan, Downtown District Development Standards, Section 8.1(A). The shared parking agreement shall be reviewed by the Community Development Department prior to issuance of a building permit.
18. Bicycle Locking Facilities. The developer shall provide one off-street bicycle parking space for every 10 automobile parking spaces on the Project Site. The placement of the bicycle parking facilities shall be incorporated in the set of plans for the project and shall be reviewed by the Community Development Department.
19. Lighting. All exterior lighting shall be decorative cut-off fixtures (where no light is emitted above the horizontal plane) with the light source fully shielded or recessed to preclude light trespass or pollution up into the night sky. Also, any building-mounted luminaries shall be attached to walls or soffits, and the top of the fixture shall not exceed the height of the roof. No high or low pressure sodium lights shall be used as part of the Project. All proposed light fixtures shall be designed in a manner that is consistent with the overall architectural style of the buildings and shall not disturb or create glare towards neighboring properties. In addition, any decorative up-lighting, such as those that illuminate building facades or landscaping, shall be operated on timers that turn off illumination no later than 12 midnight, nightly. Review and approval by the Community Development Department shall be required for all light fixtures prior to installation.
20. Trash Enclosure. Pursuant to City Code Section 106-896, the approved multifamily residential

development sites shall provide the following as part of the their trash enclosure areas:

- All trash areas shall be located and arranged both for convenience to residents and for convenient vehicular access and pickup.
 - No trash area shall be located within five feet of any window opening into a dwelling unit.
 - All trash and garbage collection facilities shall be either enclosed within a building or by a screening fence or wall and gate five to six feet in height.
 - The screening fence or wall shall be approved by the Community Development Department.
 - A common trash area shall be provided of at least 4 1/2 feet by 15 feet with an additional five square feet of trash area for each unit over 13.
21. Mechanical and Utility Equipment. All mechanical and utility equipment, including but not limited to transformers, terminal boxes, air conditioner condensers, risers, backflow devices, gas meters, electric meters and meter cabinets shall be screened from public view and treated to match the materials and colors of the buildings. Electrical service facilities and equipment on or adjacent to the Project sites shall be planned and located, relocated or modified in a manner consistent with Southern California Edison Company guidelines to minimize human exposure to electromagnetic fields on the site and on adjacent properties, and with any other applicable requirements or guidelines of the California Public Utilities Commission or any other agency with jurisdiction, unless otherwise specified by the Community Development Department. All mechanical and utility equipment locations and screening/treatment shall be approved by the Community Development Department prior to installation or modification.
22. Utilities. Pursuant to City Code Section 106-967(15), all utilities shall be located underground. The applicant shall comply with all applicable requirements or guidelines of any relevant utility company, the California Public Utilities Commission, or any other agency with jurisdiction, relating to construction and/or occupancy of structures in proximity to any over-head or underground utility lines that are adjacent to or extend through the subject properties, unless otherwise specified by the Community Development Department. Applicant shall provide any utility easements as necessary.
23. Automatic Fire-Extinguishing System. Prior to issuance of a building permit, the applicant shall obtain all the required fire safety clearances from the Los Angeles Fire Department and the City of San Fernando. All proposed apartment buildings shall be fully equipped with an automatic fire-extinguishing system reviewed and approved by the City of San Fernando and the Los Angeles Fire Department.
24. Property Maintenance. The subject sites and the immediate surrounding areas shall be maintained in a clean, neat, quiet and orderly manner at all times and shall comply with the property maintenance standards as set forth in the San Fernando City Code.
25. Graffiti Removal. The property owner(s), operator and all successors shall comply with the

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

26. Modifications. Any and all modifications to the development plan, including these Conditions of Approval, shall require review and approval by the Community Development Department.
27. Encroachment Permit. Under no circumstances shall any public right-of-way be obstructed during construction by materials, vehicles, equipment or other related objects without prior approval from the City Engineer and/or Public Works Director. An Encroachment Permit must be obtained from the Public Works Department for the project site prior to any demolition and/or new construction activity that would require staging and/or construction within the public right-of-ways.
28. Stormwater Mitigation. All requirements of the National Pollutant Discharge Elimination System (NPDES) shall be complied with and an NPDES permit, including but not limited to the installation of any required clarifiers and/or on-site infiltration system, must be obtained prior to any occupation or use the project site. During construction, the project site shall comply with all applicable Best Management Practices (BMPs). In addition, the project shall provide for a storm water mitigation plan ("SWMP"), which includes those Best Management Practices (BMPs) necessary to control storm water pollution from construction activities and facility operations, as set forth in the Standard Urban Stormwater Mitigation Plan (SUSMP) applicable to the applicant's project. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans shall meet the design standards set forth in the SUSMP and the current municipal NPDES permit pursuant to City Code Section 34-103. The stormwater mitigation requirements noted above shall be applicable to the project site.
29. Grading and Drainage Plan. A grading plan and drainage plan outlining all required cut and/or fill and on-site drainage improvements for the project site shall be reviewed and subsequently approved by the Public Works Director or his or her designee prior to the issuance of building permits. The amount of cubic feet of soil that will be excavated as part of the proposed development for the project site, the proposed truck route and the destination point of exported soil shall be provided to the Public Works Director or his or her designee prior to the issuance of a final on the grading permit.
30. Acceptance. Within thirty (30) days of receiving final approval of Variance 2014-001 and Site Plan Review 2014-008, the property owner(s) or their duly authorized representatives shall certify the acceptance of the conditions of approval or modifications thereto by signing a statement using an acceptance affidavit form provided by the Community Development Department that acknowledges acceptance and shall be bound by all of the conditions.
31. Recordation. Prior to the issuance of a Certificate of Occupancy for the project site, the applicant shall provide the Community Development Department with proof that the Conditions of Approval have been recorded on the merged project site with the Los Angeles Registrar Recorder/County Clerk's Office.
32. Zone Map Amendment. Zone Map Amendment 2014-001 shall be null and void unless approved by the City Council within twelve (12) months of approval of Planning Commission Resolution 2014-08.

33. Expiration. The Variance 2014-001 and Site Plan Review 2014-008 shall become null and void if any one of the following occur:

- a) City Council fails to approve Zone Map Amendment 2014-001;
- b) City Council fails to adopt the Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road; or,
- c) Property owner/applicant fails to obtain a building permit for the project site within twenty-four (24) months of final approval by the City Council of Zone Map Amendment 2014-001 or until such additional time as may be granted by the Community Development Department, upon receipt of a written request for an extension received prior to such expiration date.

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ATTACHMENT 2:

**Planning and Preservation
Commission Resolution 2014-07**

RESOLUTION NO. 2014-07**RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF SAN
FERNANDO APPROVAL OF THE DESIGNATION OF THE J. C. PENNEY'S
BUILDING FRONT FAÇADE ARCHITECTURAL FEATURES,
APPURTENANCES, AND SIGN TYPES AT 1140 SAN FERNANDO ROAD
AS A CITY HISTORIC RESOURCE.**

WHEREAS, an application had been filed by City resident, Paul Luna with the City of San Fernando on June 19, 2012 requesting City consideration to designate the J. C. Penney building located at 1140 San Fernando Road, San Fernando, CA 91340 as a City historic resource;

WHEREAS, Azkenazy Development Inc., owner of 1140 San Fernando Road, LLC., has been notified in writing of the request to designate the property, building, and all associated improvements as a historic resource and had been provided notification of this public hearing a minimum of 10 days before said public hearing, pursuant to City Code Sections 106-1386(3 and 4);

WHEREAS, on April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan to establish goals, objectives, and policies for the preservation of the city's historic structures and neighborhoods and subsequently, on November 17, 2008, adopted the Historic Preservation Ordinance to provide for the recognition, preservation and use of historic resources in the City of San Fernando;

WHEREAS, the Planning and Preservation Commission is responsible for the initial review of a request for designation of an improvement as a city historic resource and making a recommendation to the City Council on the proposed historic resource designation pursuant to City Code Sections 106-1386(3 and 4) and Section 106-1405(3);

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the proposed historic designation, written and oral at the public hearing held on the 5th day of September 2012;

WHEREAS, the Planning and Preservation Commission adopted Resolution 2012-09 on September 5, 2012, recommending to the City Council designation of the J.C. Penney's building and exterior signs as a City historic resources;

WHEREAS, Pursuant to Section 106-1386, Subsection 5, subsequent to the Commission's determination that the J.C. Penney building at 1140 San Fernando Road merited consideration for designation as a local landmark, the chief city planning official sought in written correspondence to the owner, to obtain from the property owner's consent to such designation;

WHEREAS, the chief planning official after being unable to obtain the property owner's

written consent at that time determined that there was not a good cause to schedule the matter for City Council consideration without first obtaining the property owner's written consent;

WHEREAS, On April 1, 2014, Project applicant Ian Fitzsimmons on behalf of Aszkenazy Development Inc., owner of the property at 1140 and 1148 San Fernando Road, submitted site plan review, variance and zone map amendment applications in order to construct a four-story mixed use project with 101 residential dwelling units on three floors above 17,455 square feet of ground floor retail with an initial plan showing 106 units of on-site residential and guest parking located within a subterranean parking garage and floor parking area to be developed on a site consisting of two SP-4 (Corridors Specific Plan) zoned properties at 1140 and 1148 San Fernando Road (the "Project");

WHEREAS, the proposed Project request includes a request to preserve certain features of the J. C. Penney's building, but not the entire structure; and,

WHEREAS, in light of the proposed Project's impact on the character defining architectural features and appurtenances of the J. C. Penney's building front façade along San Fernando Road it was determined by the City's chief planning official that good cause existed to schedule the Planning and Preservation Commission's consideration of a "Resolution of Intention" pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J.C. Penney's building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City's chief planning official will submit the Planning Commission's Resolution of Intention recommending historic designation of the J.C. Penney's building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 in order to ensure Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building's front façade and appurtenances;

WHEREAS, upon further review of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road, it is City staff's assessment that said architectural features and appurtenances found on the J. C. Penney building's front elevation facing San Fernando Road would merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources and therefore merit further consideration by the City's Planning and Preservation Commission and subsequently the City Council;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined

that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration; and,

WHEREAS, the Planning and Preservation Commission considered all of the evidence presented in connection with the Project, written and oral at the public hearing held on the 23rd day of June 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning and Preservation Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff reports, with regard to the Project, the Planning and Preservation Commission concurred with the City planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect on June 23, 2014.

SECTION 3: Pursuant to City Code Section 106-1385(a), the Planning and Preservation Commission has determined that the improvement that is the subject of the historic resource designation request has met the following criteria to merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources:

- 1) It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney building at 1140 San Fernando Road includes unique architectural features and appurtenances along the San Fernando building façade that are sometimes found on modern-style buildings of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

As clearly exemplified in the front building façade facing San Fernando Road, the treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road

consists of scored horizontal stucco with its edges “framed” by stepped molding made of terra cotta tile and include three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the type of blade and individual letters as well as font type that currently spell out “PENNEY’S” and “J C Penney Co”, the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building facing San Fernando Road.

The façade treatment at the rear of the building along Celis Street is non-descript and includes horizontal score lines on a predominantly flat façade with a secondary entrance for customers and well as an opening for the delivery and pick door. The façade along Celis Street does not add significantly to the character defining features of the building and could be considered as the “working/business” end portion of the building facing onto the street and adjacent public parking lot where deliveries had historically occurred. Therefore, it is staff’s assessment that the rear façade does not merit preservation as part of the Project as they do not add any greater understanding of the architectural style or method of construction of the building as can be found to a greater degree in the front building façade facing San Fernando Road.

As previously noted, the character defining features of the building exist along the San Fernando Road street elevation and these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney building’s post-war modern architectural style of which few, if any other examples, remain within the City. Additionally, the method of construction of the building as expressed in the front façade features visible along San Fernando Road incorporates and retains the use of high quality building materials that are unique to the period of this architectural style. Thus, it is commission’s assessment that this criterion can be met.

2) It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.

The J. C. Penney building’s front façade architectural features and appurtenances provide an excellent example of post-war Modern commercial architecture, with the building as a whole remaining relatively unchanged since it was first built in 1953. Preservation of these improvements and designation of said features as a City historic resource would help in preserving the San Fernando Mall’s historic identity as an outdoor promenade and a shopping district with regional significance while still facilitating future adaptive reuse of the site at 1140 San Fernando Road. An established name in San Fernando since 1927, the J. C. Penney building and business occupancy are recognized fixtures in the City that have been frequented by many generations of residents. Preservation of the front façade architectural features and appurtenances as well as photographic documentation of the entire building’s interior and exterior will ensure that important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer and associated building and site as one of the few small neighborhood J. C. Penney stores from the post-

World War II era are retained. Therefore, the preservation of the J. C. Penney building's distinctive character defining architectural features and appurtenances as noted in the front building elevation facing San Fernando Road will continue to yield important information about the history of the City and more specifically the San Fernando Mall, and the preserve the history of the J C Penney Company's early development of neighborhood service retail department stores. Thus, it is commission's assessment that this criterion can be met.

SECTION 4: The proposed Project, which includes the preservation of the J.C. Penney's building and the various architectural features and appurtenances that still exist on the building's front façade elevation at 1140 San Fernando Road merits designation of said features as City historic resource based on the following finding:

- 3) The Project is not consistent with the Secretary's Standards, but it is consistent with and supportive of identified goals and objectives of the general plan; and the project is either generally consistent with, and supportive of, the purposes of this division, or if not, the benefits of the project and furthering the identified goals and policies of the general plan justify the project's inconsistency with any purpose of this division.**

The front façade of the former J.C. Penney's building would continue to be recognized as a physical record of its time, place, and use (1953 department store in San Fernando), as it would be incorporated into the new building. The remaining physical record of the building, except for the south wall, would be removed to accommodate the project, which would then have the appearance of a four-story mixed use building, rather than a two-story department store. According to the developer, the contemporary design of the new mixed use building is intended to complement the preserved San Fernando Road façade of the former J.C. Penney store through the use of additional blade signs, green accent panels, and flat canopies combined with horizontal elements to reference back to the original storefront.

The project would require major alterations to the former J.C. Penney Company building to change the use from a two-story, 60,000-sf department store to a four-story, mixed use building. The project would incorporate the existing, east-facing façade of the former J.C. Penney building fronting on San Fernando Road, including its vertical sign, as well as the south-facing wall, into the new apartment building. All other portions of the building, including its north and west-facing walls, all floors and the roof, would be demolished. The new building would be constructed above and behind the preserved front and side walls. While some of the building's distinctive materials and features would be retained and preserved (namely the front-facing façade and signage), the vast majority of the building or over 50 percent of the property would be demolished in order to change the use from primarily commercial to a mixed use building with ground floor commercial and three floors above of residential apartment units. The rear-facing façade along Celis Street with its less than significant design features would be removed, including the entrance display windows and the horizontal score lines along the otherwise flat, rear wall. Therefore, the Project's required alterations to building, which includes removal of the rear facing façade with its less distinctive store front window openings and horizontal score lines, would not be consistent

with the one or more of the Secretary Standards that seek to limit modifications to “minimal changes” to the property’s “distinctive materials, features, spaces, and spatial relationships”.

However, preservation of the character defining features J.C. Penney’s building front façade, including the distinctive features such as sign type (blade and individual channel letter signs), recessed entrance, ground floor storefront windows and incorporating them into the final design of the new four-story, mixed use building is consistent with the following General Plan goals, objectives and policies:

- ✓ The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney’s building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes “new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care”. Collectively, the Project’s proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).
- ✓ The Project as proposed complies with the goals and policies of the General Plan Historic Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney’s building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse of these character defining features rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City’s ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney’s building’s front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35).

Lastly, the preservation of the J C Penney building’s front façade and photographic and

archival documentation of the building design, construction and use shall be undertaken by the City and interpretive materials photographic, written and otherwise shall be incorporated into the final Project design as required by the City's Cultural Resources Mitigation Measures included as Section 3.5.4 of the San Fernando Initial Study and Mitigated Negative Declaration for Mixed Use Project at 1140 and 1148 San Fernando Road (June 6, 2014). The project documentation of the entire building and historical archiving of the building is also consistent with the proposed mitigation measures for the existing cultural resource as noted in the attached Initial Study and Mitigated Negative Declaration, Section 3.5.4 (Mitigation Measures 9 through 13), Page 65.

Thus, it is commission's assessment that this finding can be met.

SECTION 5: Based on the aforementioned findings, the Planning and Preservation Commission has determined that the J. C. Penney building's front façade elevation facing San Fernando Road that includes character defining architectural features and appurtenances located at 1140 San Fernando Road merits designation as a City historic resource based on its meeting two of the required criterion noted in the City's Historic Preservation Ordinance and inclusion into the City of San Fernando Register of Historic Resources. Designation of the J. C. Penney's character defining features found on the building front façade elevation facing San Fernando Road would help with preservation of the character defining features while still facilitating future redevelopment of the site.

SECTION 6: The Planning and Preservation Commission repeals previously adopted Planning Commission Resolution 2012-09.

SECTION 7: The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval to the City Council of the designation of said architectural features and appurtenances found on the J. C. Penney building's front elevation facing San Fernando Road as a City historic resource and inclusion in the San Fernando Register of Historic Resources, pursuant to designation requirements outlined in City Code Section 106-1386 et. seq.

PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.

THEALE HAUPT, CHAIRPERSON

ATTEST:

FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 23rd day of June 2014; and that the same was passed by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

ATTACHMENT 3:
Planning and Preservation
Commission Resolution 2014-08
and Exhibit A (IS/MND)

RESOLUTION NO. 2014-08**A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION OF THE CITY OF SAN FERNANDO RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONE MAP AMENDMENT 2014-001 AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR THE MIXED USE PROJECT AT 1140 AND 1148 SAN FERNANDO ROAD AVENUE**

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as “Applicant,” has submitted an application for approval of a Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 to construct a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses and 108 on-site parking spaces for residents and guests to be located within new subterranean and first floor parking areas for the subject property located at 1140-1148 San Fernando Road, henceforth referred to as the “Project”;

WHEREAS, the Project would require an amendment to the “City Districts and Land Use Sub-Districts” map of the San Fernando Corridors Specific Plan in order to allow portions of the two parcels that make up the Project site at 1140 and 1148 San Fernando Road that currently have a Truman/San Fernando District, Mixed-Use Transition Sub-District zoning designation to be re-zoned to allow both parcels and therefore the entire Project site to have a Downtown District, San Fernando Mall Sub-District land use classification within the SP-4 (Corridors Specific Plan) zone;

WHEREAS, Zone Map Amendment 2014-001 would allow for the construction of the Project as a four-story mixed development with 17,455 square feet of ground floor retail, 101 affordable housing units, 108 on-site parking spaces, preservation of the existing J.C. Penney’s building front façade along San Fernando Road on an approximate 35,000 square foot site comprised of two contiguous parcels that would be merged as part of a future owner initiated lot merger;

WHEREAS, in light of the proposed Project’s impact on the character defining architectural features and appurtenances of the J. C. Penney’s building front façade along San Fernando Road it was determined by the City’s chief planning official that good cause existed to schedule the Planning and Preservation Commission’s consideration of a “Resolution of Intention” pursuant to City Code Section 106-1386 to approve recommending to the City Council consideration to designate the J.C. Penney’s building front façade architectural features and appurtenances as a historic resource and list it on the San Fernando Register of Historic Resources;

WHEREAS, pursuant to City Code Section 106-1386(5), the City’s chief planning official will submit the Planning Commission’s Resolution of Intention recommending historic designation of the J.C. Penney’s building front façade architectural features and appurtenances to the City Council for their consideration at their June 25, 2014 in order to ensure Council consideration of the historic designation in combination with their review of the Zone Map Amendment 2014-01 and Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, which

said environmental assessment includes mitigations measures that seek to preserve the J. C. Penney's building's front façade and appurtenances;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the City of San Fernando's CEQA Guidelines, the City of San Fernando as the Lead Agency overseeing the environmental review for the proposed mixed use project has prepared a Draft Initial Study as part of the City's environmental assessment in order to determine the nature and extent of the environmental review required for the proposed project and based on said environmental assessment has determined that any potential significant adverse environmental impacts associated with the project's approval and implementation can be mitigated to less than significance levels through the implementation of project specific mitigation measures and has thus prepared a Negative Declaration with described mitigation measures otherwise herein referred to as the Mitigated Negative Declaration;

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 on June 23, 2014 at 7:00 p.m., and proper public notice was duly given pursuant to Code Section 106-72, et al.;

WHEREAS, the Planning and Preservation Commission's findings and recommendations for approval of the zone map amendment and associated environmental assessment to the City Council were memorialized in writing in the form of Planning and Preservation Commission Resolution 2012-08 on June 23, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2: On June 23, 2014, the Planning and Preservation Commission held a duly noticed public hearing to consider the proposed application for the Project filed by the Applicant and the findings and recommendations made by the Planning and Preservation Commission. Evidence, both written and oral, was presented at said hearing.

A. The public hearing afforded opportunities for public testimony and comments on the Project.

B. Notice of the hearing was given pursuant to San Fernando City Code Section 106-72 and in compliance with Government Code Sections 65090 and 65091, a notice of public hearing for the proposed Zone Map Amendment 2014-001, Variance 2014-001, and Site Plan Review 2014-008 and the Project was advertised in the Los Angeles Daily News (a local paper of general circulation), ten (10) days prior to the scheduled public hearing before the Planning and Preservation Commission.

SECTION 3: Based upon substantial evidence presented to the Planning and Preservation Commission on June 23, 2014, including public testimony, written materials and written and oral staff reports, with regard to the Project, the Planning and Preservation Commission concurred with the City

planning staff's determination that the Project will not have a significant adverse impact on the environment with the identified mitigation measures incorporated as part of the Mitigated Negative Declaration and subsequently, recommended that the City Council adopt findings to that effect on June 23, 2014.

SECTION 4: Based upon the evidence and all other applicable information presented, the Planning and Preservation Commission finds that the proposed amendment to the "City Districts and Land Use Sub-Districts" map of the San Fernando Corridors Specific Plan is appropriate for the following reasons:

A. Changing the San Fernando Corridors Specific Plan District and Land Use Sub-District designation for the two subject parcels that make of the Project site from "Truman/San Fernando District" and "Mixed-Use Transition Sub-District" from "Industrial" to "Downtown District" and "San Fernando Mall Sub-District" as proposed as part of the Project will facilitate the development of a mixed use project with ground floor commercial, 101 affordable housing units and 108 residential and guest parking spaces in accordance with the goals and policies set forth in the City of San Fernando General Plan Land Use, Housing, and Historic Preservation elements.

B. Changing the San Fernando Corridors Specific Plan District and Land Use Sub-District designation for the two subject parcels that make of the Project site from "Truman/San Fernando District" and "Mixed-Use Transition Sub-District" from "Industrial" to "Downtown District" and "San Fernando Mall Sub-District" as proposed as part of the Project will not adversely impact or be detrimental to the other similarly zoned SP-4 (Corridors Specific Plan) districts and sub-districts that are adjacent to the Project area.

SECTION 5: The Planning and Preservation Commission determined that the proposed zoning map amendment is based the findings of fact as discussed below:

- **The proposed zone map amendment is consistent with the objectives, policies, general land uses and programs of the City's general plan.**

The requested zone map amendment would change the current zoning of the Project that is comprised of two parcels located at 1140 and 1148 San Fernando Road (APN's: 2521-032-008 and 2521-032-007). The two parcels that make up the Project Site are located within the SP-4 (Corridors Specific Plan) zone and are bisected by the Truman/San Fernando District-Mixed Use Transition Sub-District and Downtown District-San Fernando Mall Sub-District. The entire Project Site has an SP-4 General Plan Land Use Designation that will be retained. The zone map amendment would change the current district and sub-district classifications of the rear portion of the existing parcels facing Celis Street, which currently have a Truman/San Fernando District and Mixed Use Transition Sub-District designation. The zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road.

The proposed rezoning of the two subject parcels would facilitate the Project site's

adaptive reuse through the construction of a mixed use development that includes ground floor retail uses and 101 new residential units above the ground level at the subject site. The type of proposed development is consistent with the San Fernando Corridors Specific Plan's purpose within the Truman/San Fernando and Downtown districts, which seeks to "create lively activity with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street" and to "provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, civic and community meeting places, entertainment venues...and residential dwellings [that] also permitted on the upper floors of multistory buildings in the district". (Truman/San Fernando District's Section I: Purpose, Pg. 116 and Downtown District's Section I; Purpose, Pg. 70 of San Fernando Corridors Specific Plan.)

It is staff's assessment that the proposed building design and site improvements are consistent with the San Fernando Corridors Specific Plan Design Guidelines for the Downtown District. These design guidelines seek to promote compatible building and site design that improves the visual quality of the surrounding area through aesthetically pleasing site planning, building design, and landscape architecture. The Project would also result in significant physical improvements to the Project site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The Project would also comply with the goals and objectives of the General Plan Land Use Element, with the requested zone map amendment, by allowing the development of a mixed use project that facilitates new private investment into the San Fernando Mall/Downtown area, allows for adaptive reuse of vacant and underutilized buildings while preserving historically significant character defining architectural features of the J. C. Penney's building front façade along San Fernando Road in a manner that allows the City to preserve the retail history of the mall and breathes "new life into the specific plan corridors (e.g., districts and sub-district areas) by removing obstacles to change, investment, and care". Collectively, the Project's proposed improvements and preservation efforts will allow the City to retain the small town character of San Fernando and maintain an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6).

The Project would also comply with goals and policies of the General Plan Housing Element by: providing a range of housing types (including low income rental units) to meet community needs; providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that help the city fulfill its fair share of regional housing needs; providing opportunities for mixed use and infill housing developments within the San Fernando Corridors Specific Plan areas as part of the City's overall revitalization strategy; providing housing opportunities for San Fernando's lower income population; utilizing zoning tools, including zone map amendments, variances, et cetera, to provide affordable units within housing projects; supporting collaborative partnerships with non-profit organizations and for-profit developers to provide greater access to affordable housing funds; and, encouraging the use of sustainable and green building features in new housing. (2014-2021 San Fernando General Plan Housing Element Goal 2.0, Policies 2.1, 2.2, 2.3, 2.5, 2.7, 2.9; Pgs. 75-76).

The Project would also comply with goals and policies of the General Plan Historic

Preservation Element by: protecting historic and cultural resources by retaining the historically significant architectural features and appurtenances of the J. C. Penney's building front façade facing San Fernando Road from demolition and inappropriate alterations while seeking designation of said features as a local historic resource. The Project also encourages reuse rather than demolition and seeks to integrate historic preservation into community economic development strategies by allowing the mixed use project with modified building setbacks and building heights that includes ground floor commercial space and upper floor residential units designated for rent to eligible low-income households.

Furthermore, the Project would highlight the City's ongoing efforts to promote historic preservation through the retention of the historically significant and character defining architectural features of the J. C. Penney's building's front façade as a way of providing new economic investment with significant multiplier effects related to creating a historic site with unique architectural design features at a prominent corner in the San Fernando Mall/Downtown area worthy of increased commercial rental rates and new County and State funding to support the affordable housing component of the Project. (2005 San Fernando General Plan Historic Preservation Element Goals 1, 4, 5 and 6; Policies 1.11, 4.1, 4.2, 4.4, 5.2, 6.3 and 6.5; Pgs. 25 -35). Thus, it is the commission's determination that this finding can be made.

- **The adoption of the proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare.**

The requested amendment to the zoning map would allow for a vacant building and underutilized commercial land within the San Fernando Mall/Downtown area to be adaptively reused for the proposed mixed use project that will include land consolidation, 101 residential apartment units of affordable housing available to low income households within the city and construction of the associated residential and guest parking within a new multi-story building that complies with all applicable City building and safety codes. As part of the Project, the properties located at 1140 and 1148 First Street (APN's: 2521-032-008 and 2521-032-007) would allow portions of these parcels fronting onto to Celis Street to be rezoned from Truman/San Fernando District, Mixed Use Transition Sub-District to Downtown District, San Fernando Mall Sub-District. Therefore, the zone map amendment would allow the entire Project site to be re-zoned as property within the Downtown District, San Fernando Mall Sub-District of the SP-4 (Corridors Specific Plan) zone consistent with neighboring properties to the north and east along San Fernando Road. In addition, the zone change and zone map amendment would allow the new mixed use project to be developed at the subject site while preserving the historically significant architectural features and appurtenances of the J. C. Penney's building front façade. The zone map amendment would allow the development of the Project in a manner that retains 17,455 square feet of ground floor retail space and allows the development of 101 new affordable housing units on three floors above grand level. The Project's development and associated zone map amendment would result in significant physical improvements to the site and adjacent public right-of-ways, eliminating any blight conditions associated with the existing physical condition of the subject properties.

The proposed Project would also be responsible for making the necessary upgrades to the existing water and sewer infrastructure required to accommodate the Project's potential demand.

Based on all the aforementioned reasons, the on-site and off-site physical improvement that would result as part of Project, coupled with the availability of new affordable housing, would not be detrimental to the public interest, health, safety, convenience or welfare. Thus, it is staff's assessment that this finding can be made.

SECTION 6: The property owner and developer shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application which includes the Variance 2014-001, Site Plan Review 2014-008, Zone Map Amendment 2014-001, Mitigated Negative Declaration and Initial Study for the Mixed Use Development at 1140-1148 San Fernando Road, and historic designation of J.C. Penney's building front façade. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval of Zone Map Amendment 2014-001 and recommends adoption of the Initial Study and Mitigated Negative Declaration for the Project (included herein as "Exhibit A") to the City Council, subject to the Conditions of Approval for Variance 2014-001 and Site Plan Review 2014-008 as noted in Planning Commission Resolution 2014-06.

PASSED, APPROVED AND ADOPTED this 23rd day of June 2014.

THEALE HAUPT, CHAIRPERSON

ATTEST:

FRED RAMIREZ, SECRETARY TO THE PLANNING
 AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES) ss

City of San Fernando Planning and Preservation Commission

Resolution No. 2014-08

Page 7

CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said Planning and Preservation Commission at a meeting held on the 23rd day of June 2014; and that the same was passed by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

EXHIBIT “A”

SEE ATTACHMENT “A” EXHIBIT “E”
OF JUNE 25, 2014 CITY COUNCIL REPORT

**MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY**

**MIXED USE DEVELOPMENT
1140/1148 SAN FERNANDO ROAD
SAN FERNANDO, CALIFORNIA**

(JUNE 6, 2014)

ATTACHMENT 4:
Planning and Preservation
Commission Resolution 2012-09

RESOLUTION NO. 2012-09**RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION
RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF SAN FERNANDO
APPROVAL OF THE DESIGNATION OF THE J. C. PENNEY BUILDING AT 1140
SAN FERNANDO ROAD AS A CITY HISTORIC RESOURCE.**

WHEREAS, an application has been filed by Paul Luna with the City of San Fernando (Historic Resource 2012-01) requesting the designation of the J. C. Penney building located at 1140 San Fernando Road, San Fernando, CA 91340 as a city historic resource;

WHEREAS, the owner 1140 San Fernando Road, LLC., the owner of the property, has been notified in writing of the request to designate the property, building, and all associated improvements as a historic resource and has been provided notification of this public hearing a minimum of 10 days before said public hearing, pursuant to City Code Sections 106-1386(3 and 4);

WHEREAS, on April 4, 2005, the City Council adopted the Historic Preservation Element as the eighth element of the San Fernando General Plan to establish goals, objectives, and policies for the preservation of the city's historic structures and neighborhoods and subsequently, on November 17, 2008, adopted the Historic Preservation Ordinance to provide for the recognition, preservation and use of historic resources in the City of San Fernando;

WHEREAS, the Planning and Preservation Commission is responsible for the initial review of a request for designation of an improvement as a city historic resource and making a recommendation to the City Council on the proposed historic resource designation pursuant to City Code Sections 106-1386(3 and 4); and,

WHEREAS, the Planning and Preservation Commission has considered all of the evidence presented in connection with the project, written and oral at the public hearing held on the 5th day of September 2012.

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

SECTION 1: The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

SECTION 2: This project has been reviewed by the City compliance with the California Environmental Quality Act (CEQA). Based on the City's environmental assessment, it is the Planning and Preservation Commission's assessment that this project proposal qualifies for a Categorical Exemption under Class 31 (Historic Resource Restoration/Rehabilitation) of San Fernando's CEQA Guidelines and Section 15331 of California's Code of Regulations.

SECTION 3: Pursuant to City Code Section 106-1385(a), the Planning and Preservation Commission has determined that the improvement that is the subject of the historic resource designation request has met the following criteria to merit designation as a historic resource and inclusion in the San Fernando Register of Historic Resources:

- 1) It embodies the distinctive characteristics of a historic type, period, architectural style or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the city, region, state or nation.**

The J. C. Penney Building at 1140 San Fernando Road is a unique building that incorporates a Modern-style of architectural design distinctive of post-World War II architecture with Art Deco and International influences. Built in 1953, the building still possesses all of the original high quality building materials used when initially built, including stainless steel showcases prominently displayed along San Fernando Road, accenting terrazzo flooring along the main entrance, and an exterior blade sign with neon letters that reads "PENNEY'S" along a vertical band of light green terra cotta tiles.

The treatment of the façade maintains varying horizontal and vertical design elements that helps break up the large building. The upper wall of the front façade along San Fernando Road consists of scored horizontal stucco with its edges "framed" by stepped molding made of terra cotta tile. The façade treatment at the rear of the building along Celis Street consists of three squares, arranged vertically and composed of four orange tiles framed by darker terra cotta tile. Other distinct, character defining features include the flat roof and façade-length ribbon windows that are flush to the wall and the recessed entrance area below the second floor of the building.

Therefore, these features embody distinctive characteristics of a historic type, period, and architectural style through the J. C. Penney building's post-war Modern architectural style of which few, if any other examples, remain within the city. Additionally, the method of construction of the building incorporates and retains the use of high quality building materials that are unique to the period of this architectural style. Thus, it is commission's assessment that this criterion can be met.

- 2) It has yielded, or is likely to yield, information important in the history of the city, region, state or nation.**

The J. C. Penney building is a significant landmark within the city and an excellent example of post-war Modern commercial architecture, with the building remaining relatively unchanged since it was first built in 1953. Preservation of this improvement and designation of the structure as a city historic resource would help in preserving the San Fernando Mall's historic identity as an outdoor promenade and a shopping district with regional significance. An established name in San Fernando since 1927, the J. C. Penney building and business occupancy are recognized fixtures in the city, having been frequented by many generations of residents. The building is one of the few small neighborhood J. C. Penney stores from the post-World War II era still in existence today. Therefore, the preservation of the J. C. Penney building has yielded, and will continue to yield, important information regarding the history of the San Fernando Mall, the City of San Fernando, and the history of a historic retailer that has had established roots in communities all over the United States for over a century. Thus, it is commission's assessment that this criterion can be met.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval to the City Council of the designation of the J. C. Penney building at 1140 San Fernando Road as a City of San Fernando historic resource.

PASSED, APPROVED AND ADOPTED this 5th day of September 2012.

 8/30/2012

JULIE CUELLAR, CHAIRPERSON

ATTEST:



FRED RAMIREZ, SECRETARY TO THE PLANNING
AND PRESERVATION COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 5th day of September 2012; and that the same was passed by the following vote, to wit:

AYES: 3 – A. Durham, J. Cuellar, and J. Ruelas

NOES: 0 - None

ABSENT: 1 – M. Rodriguez

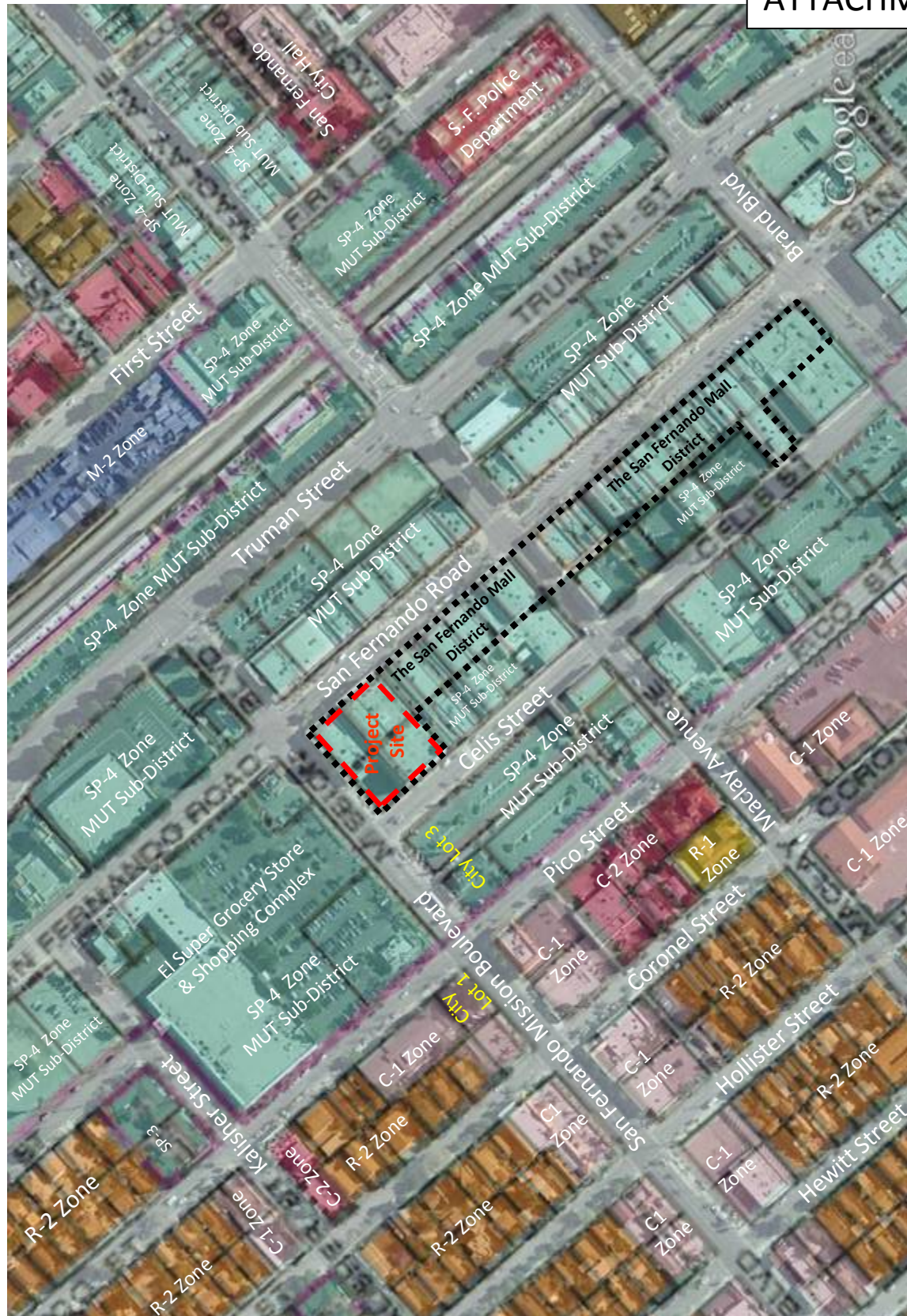
ABSTAIN: 0 - None



FRED RAMIREZ, SECRETARY TO THE PLANNING AND
PRESERVATION COMMISSION

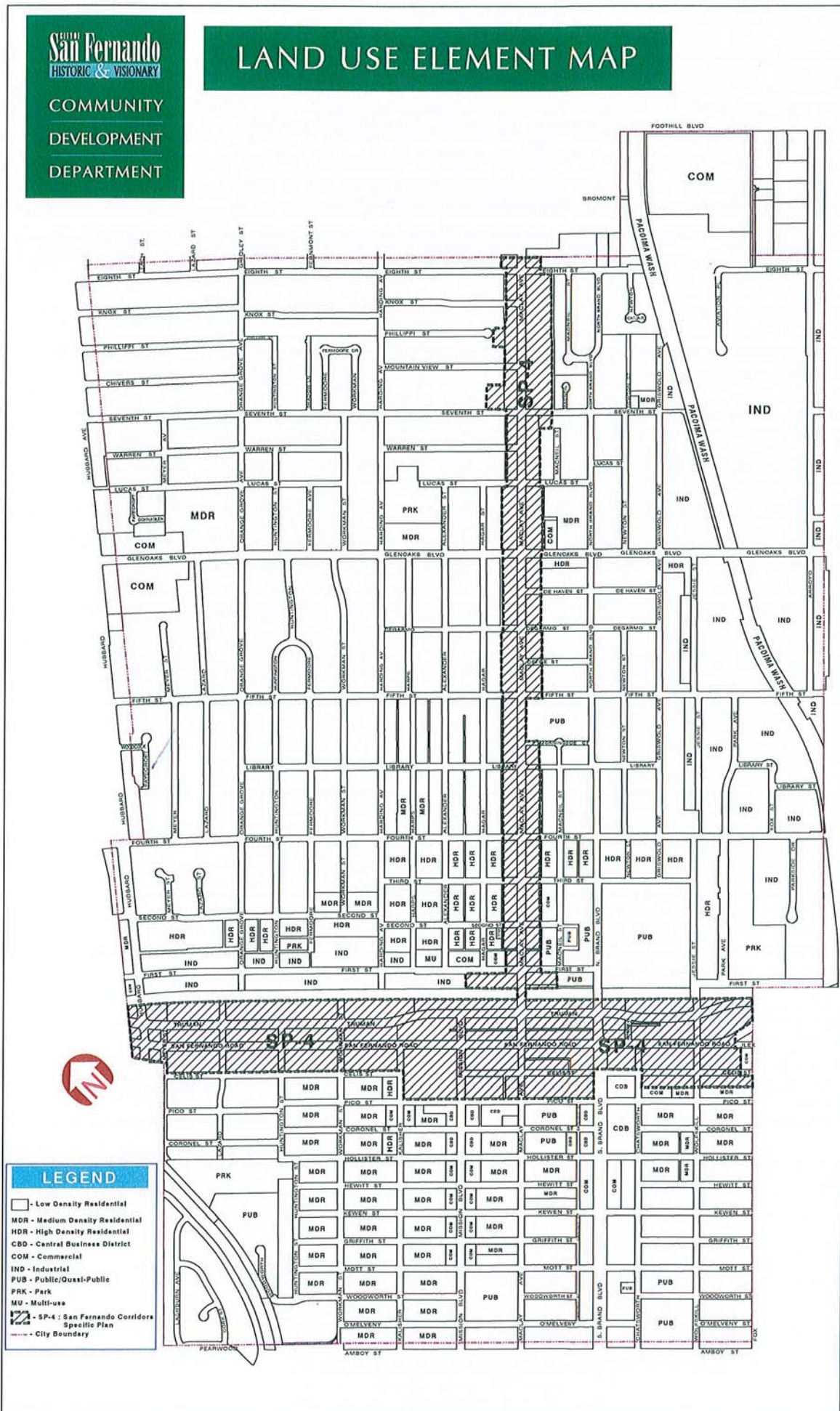
ATTACHMENT 5:
Vicinity Map

ATTACHMENT 5



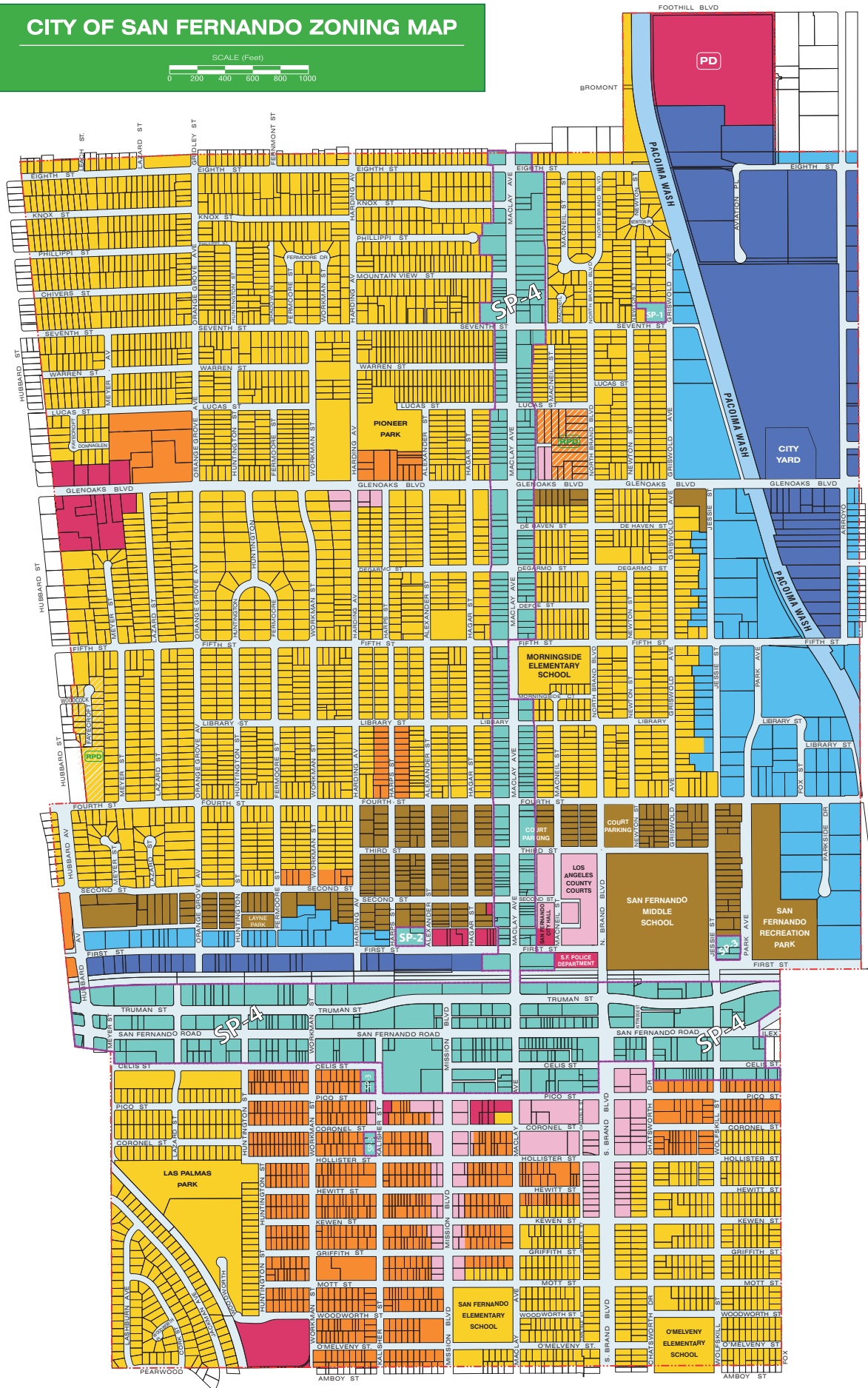
ZONING AND VICINITY MAP

ATTACHMENT 6:
Existing General Plan Land Use and Zoning Maps



CITY OF SAN FERNANDO ZONING MAP

SCALE (Feet)
0 200 400 600 800 1000

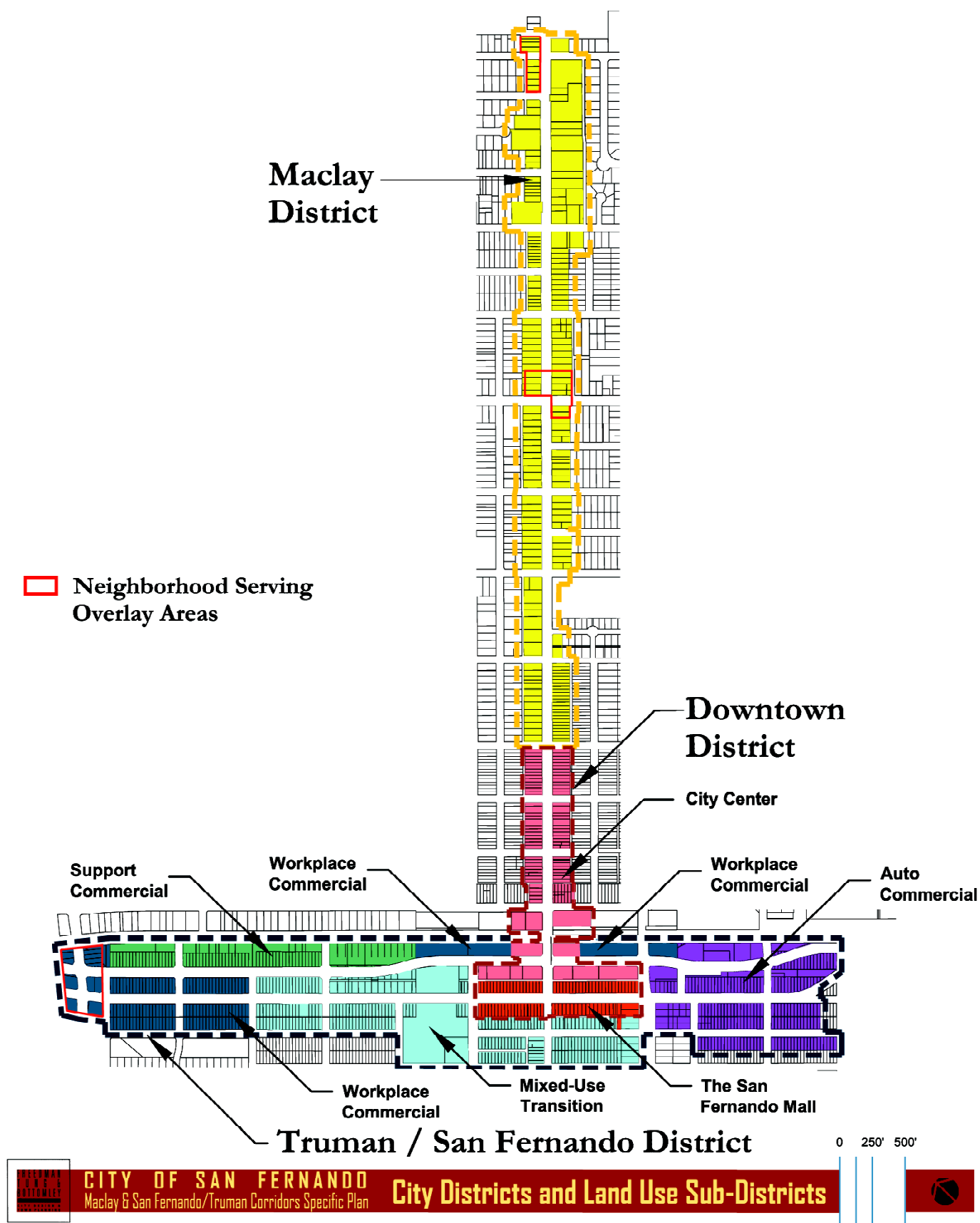


CITY OF
San Fernando
HISTORIC & VISIONARY

COMMUNITY
DEVELOPMENT
DEPARTMENT

- R-1 **Single Family Residential**
- R-2 **Multiple Family Dwelling**
- R-3 **Multiple Family**
- C-1 **Limited Commercial**
- C-2 **Commercial**
- SC **Service Commercial**
- M-1 **Limited Industrial**
- M-2 **Light Industrial**
- SP-4 **Corridors Specific Plan**
- RPD **Residential Planned Development**
- PD **Precise Development Overlay**
- City Boundary**





The City Center



The San Fernando Mall



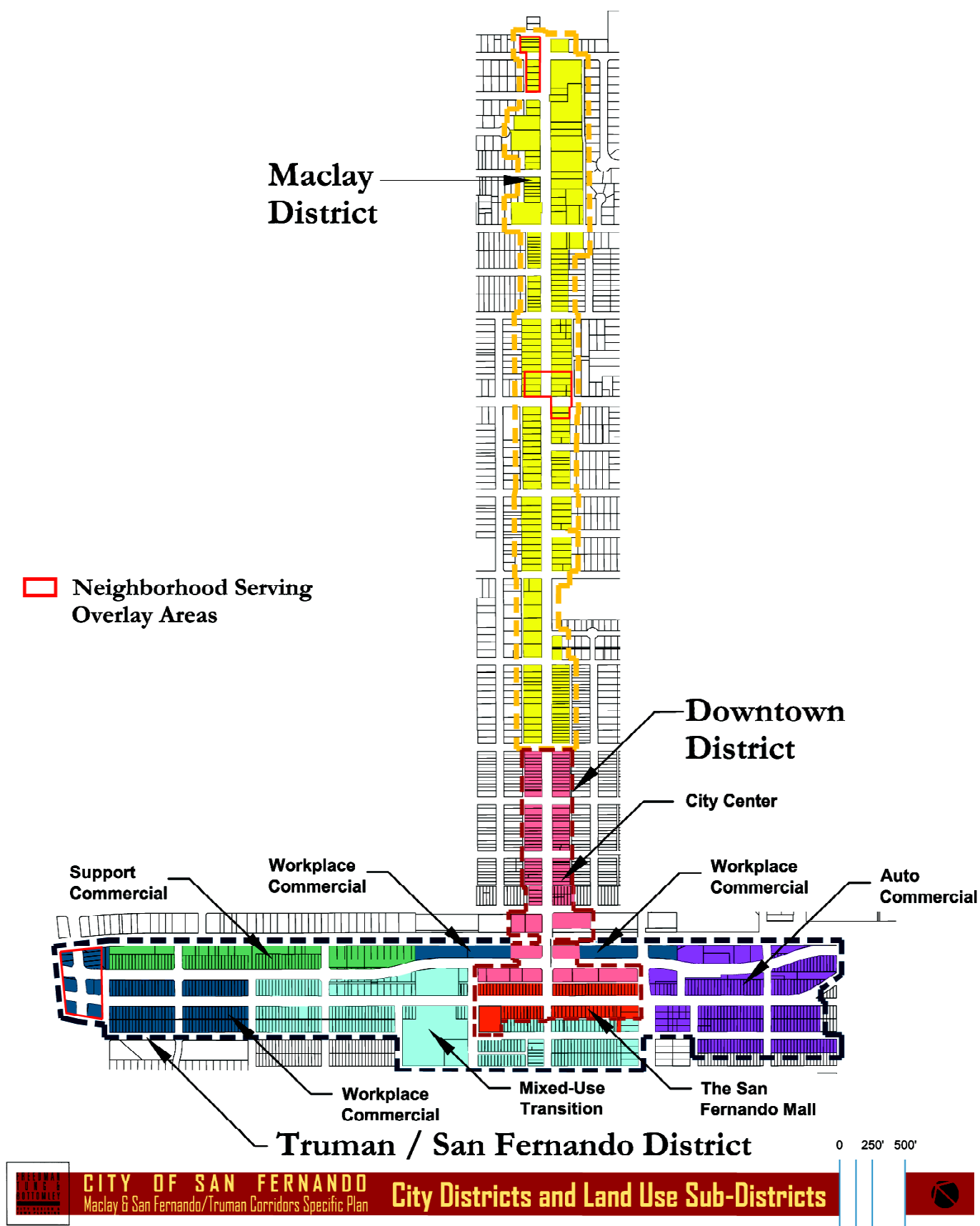
CITY OF SAN FERNANDO
 MacLay & San Fernando/Truman Corridors Specific Plan

Downtown Core District and Sub-Districts



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Double-Sided Printing

ATTACHMENT 7:
**Draft Amended Zoning District
and Sub-District Land Use Maps**



The City Center The San Fernando Mall



0 250' 500'



CITY OF SAN FERNANDO
MacLay & San Fernando/Truman Corridors Specific Plan

Downtown Core District and Sub-Districts



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Double-Sided Printing

ATTACHMENT 8:
Public Comments
and Responses to Comments

Questions on project

1. Retail Deliveries
 - a. Where
 - b. What is interior path of delivery
2. HVAC
 - a. Lower Level
 - b. Ground Level
 - c. Three resident levels
 - i. Toilet exhaust
 - ii. Cooling / Air conditioning – how?
3. Hot water
 - a. Central Plant for hot water or water heater in each unit
 - b. Toilet exhaust
 - c. What will be on roof
4. Where is enclosed common area
 - a. Is there a plan for this referenced area?
 - b. Kitchen ventilation?
5. Storm Water Pollution Prevention (or SWPPP) National Pollutant Discharge Elimination System (or NPDES) Standard Urban Stormwater Mitigation Plan (or SUSMP)
 - a. Where are the CDS units to be placed Table 1-1 Sec 3.9 a & e.
 - b. This project fits into multiple categories in the SUSMP requirements.
6. Change in elevation San Fernando Road to Celis
 - a. Plan does not seem to address the change in elevation of approximately 49 inches.
7. What if all parking were contained in two below grade levels? This would increase the retail footage for a larger retail business, has this been considered?

8. Details on Plan
 - a. Exhibit 2-10, what is dotted line with 6 rectangles in 3 pairs represent?
9. Type of elevator?
10. Plan indicates only two ADA parking spaces - seems extremely light in count, not to mention short sided in count. The plan states that there will be at least 101 possible occupants.
11. How will facade be supported during demolition and construction or will it be demolished and reconstructed.
12. How will retained facade be connected to new structure, particularly wood frame portion, or is it be demolish and reconstructed.
13. Haul Route Map
 - a. Where is excavated soil going?
 - b. How will it get there?
14. Exhibit 3-4 Page 68, project location is mis located on document, please correct.
15. Exhibit 3-5 page 70, project location is mis located on document, please correct.
16. Traffic Study indicates two lanes in each direction on SFR Northeast of intersection of San Fernando Mission and SFR, in reality it contains only one lane of traffic in each direction.
17. Provide legend for acronyms in AQMD tables.

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ATTACHMENT 9:
Letter from Aszkenazy Development, Inc.



601 S. Brand Blvd.
3rd Floor
San Fernando, CA 91340

June 20, 2014
Fred Ramirez
Community Development Director
City of San Fernando
117 Macneil St.
San Fernando, CA 91340

Mr. Ramirez,

This letter is in response to the interest in the rental rates and the target market for the one bedroom apartment units at the proposed 1150 San Fernando Road mixed-use building. It is understood that there is some confusion and misperception as to what the "affordable" units are.

The idea that affordable housing is "Section 8 Housing" shows a misconception of affordable housing. Section 8 is a voucher program administered by the city or the county. Apartment owners can choose to accept these vouchers or not. Affordable housing is where the buildings are deed restricted to provide units to a particular income bracket for 55 years. People applying for a unit must have their income certified and go through a credit and criminal background checks. A yearly recertification and inspections are required.

These homes are where a couple, one as a teaching assistant and the other a part time student, can start their life together. These homes are where a young dental technician out of school can start his or her adult life as a professional. These homes are where a single parent and young child can begin a new life.

In the original application, it was indicated that the units would be rented at 80% AMI (area median income) or less. As financing for this project is being arranged, it has been determined

that 90% of the units will be rented at 60% AMI while the remaining 10% of the units will be rented at 50% AMI. The 60% AMI units have a 2014 rental rate of \$917 per month. The 50% units have a 2014 rental rate of \$764 per month. This is in comparison to the 100% AMI "market rate" is at \$1,528 and 80% AMI at \$1,223. In the City of San Fernando, the market can only bear \$950 per month rent. To qualify for 60% AMI rental units, a single person needs to make between \$28,550 and \$34,260 a year. This is approximately \$15 to \$17 per hour. A couple must make between \$32,600 and \$39,120 a year. To qualify for 50% AMI rental units, a single person needs to make between \$25,695 and \$28,550 a year. This is approximately \$13.50 per hour. A couple must make between \$29,340 and \$32,600 a year.

For example:

A dental technician makes on average \$30,000 per year.

A teacher's aide makes on average \$28,000 per year.

A Certified Nursing Assistant makes on average \$34,136.00 per year.

Also, because of the funding parameters, the apartments will have 5 fully accessible units plus 2 hearing and impaired units with the remaining being fully adaptable.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Ian Fitzsimmons', with a long horizontal line extending to the right.

Ian Fitzsimmons

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ATTACHMENT 10:
Project Site Photos



1. View of J C Penney's Building along San Fernando Road, west toward San Fernando Mission Boulevard



2. View of J C Penney's Building along San Fernando Road, west toward San Fernando Mission Boulevard



4. View of 1148 San Fernando Road (Casanova-former Bank of America building) at corner of San Fernando Mission Boulevard and



5. View of 1148 San Fernando Road (Casanova-Bank of America) building from San Fernando Mission Boulevard



6. View of 1148 San Fernando Road (Casanova-Bank of America) building from Celis Street



7. View westbound on J.C. Penney's building Celis Street elevation.

ATTACHMENT 11:
Project Conceptual Plans
(6/23/2014)

UNIT TABULATION

(101) 1 - BEDROOM / 1 BATH UNITS / 542 to 572 S.F.

101 TOTAL UNITS

RETAIL AREA TABULATION

17,455 S.F. GROSS FLOOR AREA

PARKING TABULATION

PARKING REQUIRED:

101 - (1) BEDROOM UNITS @ 1 STALL EA. = 101 SPACES
17,455 S.F. OF RETAIL SPACE (NO PARKING REQUIRED)
TOTAL REQUIRED = 101 STALLS

PARKING PROVIDED:

STANDARD (DIRECT) : 103 STALLS
STANDARD (TANDEM): 0 STALLS
HANDICAP (DIRECT) : 5 STALLS
TOTAL PARKING PROVIDED= 108 STALLS

OPEN SPACE TABULATION

(101) 1 BEDROOM UNITS @ 100 S.F. EA. = 10,100 S.F.

TOTAL REQUIRED = 10,100 S.F.

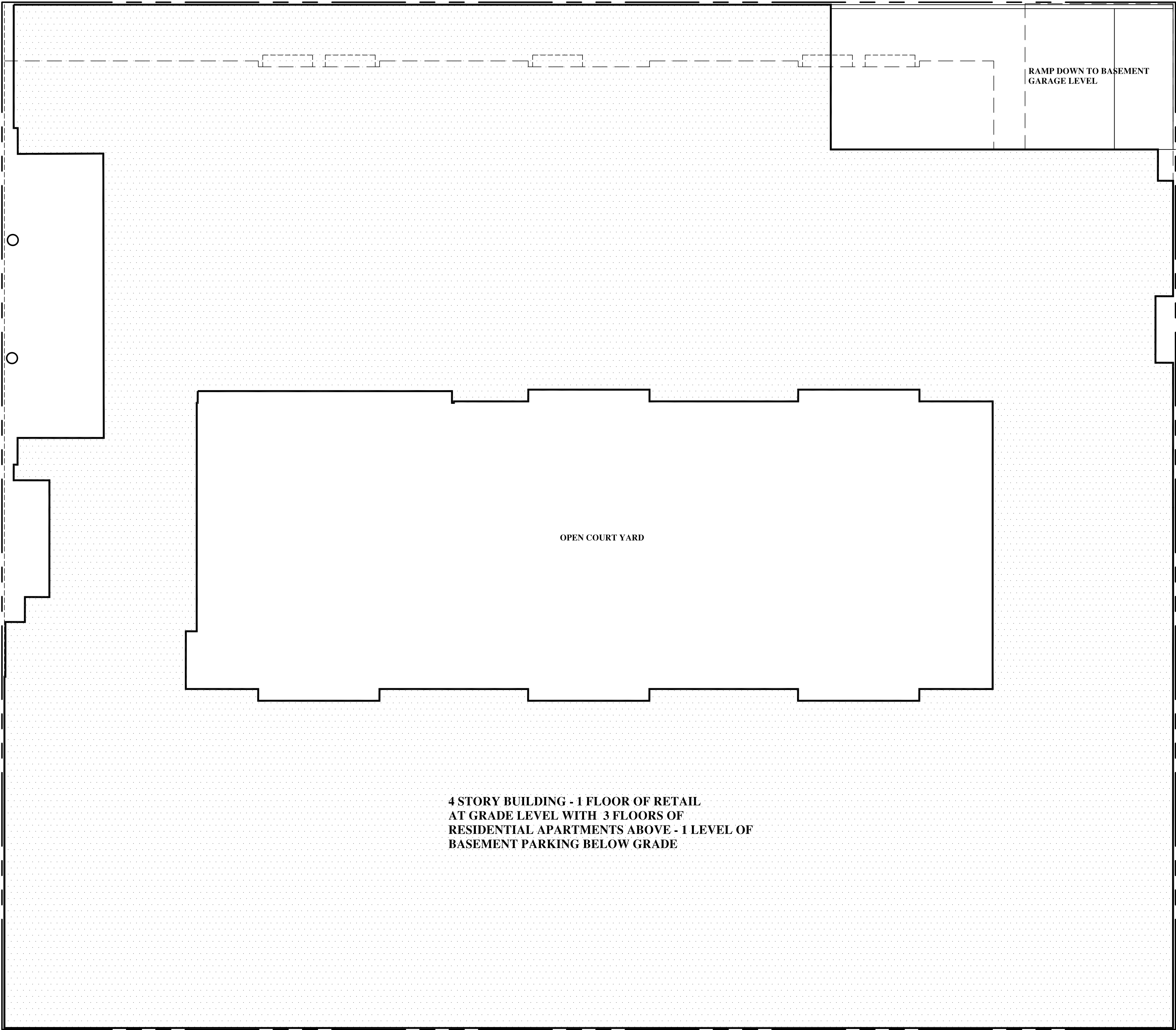
CENTER COURT YARD = 6,701 S.F.
SIDE COURT YARD = 1,505 S.F.
COMMUNITY ROOM = 1,141 S.F.
FITNESS ROOM = 938 S.F.
CONFERENCE ROOM = 593 S.F.
ROOF TOP GARDENS = 4,800 S.F.

TOTAL PROVIDED = 15,678 S.F.

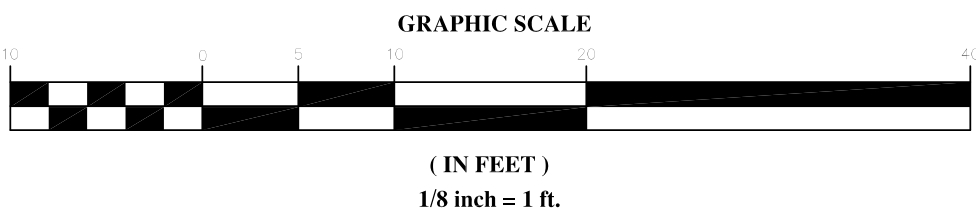
LEGAL DESCRIPTION / ZONING INFO

ASSESSORS PARCEL NUMBERS 2521-032-007 & 008.
PROPERTY ADDRESS : 1140 SAN FERNANDO RD. &
210 SAN FERNANDO MISSION BLVD., SAN FERNANDO CA. 91340
LOTS # 14 THROUGH #27 INCLUSIVE, BLOCK 5, PORTER LAND
& WATER CO'S. RESURVEY.

San Fernando Rd

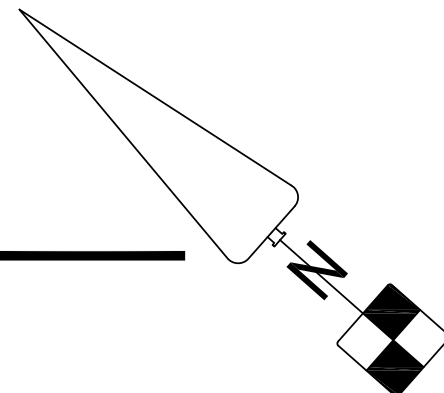


San Fernando Mission Blvd.



ARCHITECTURAL SITE PLAN

SCALE : 1" = 10'-0"



ATTACHMENT 11

CELIS STREET

DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA. 91304
818-270-9070 FAX: 818-270-9071

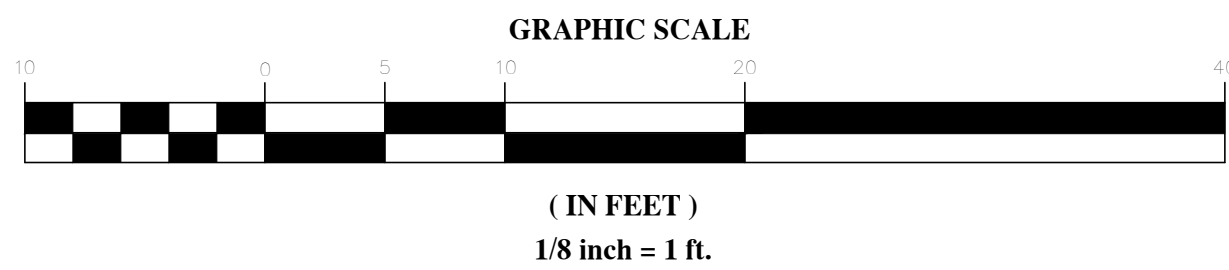
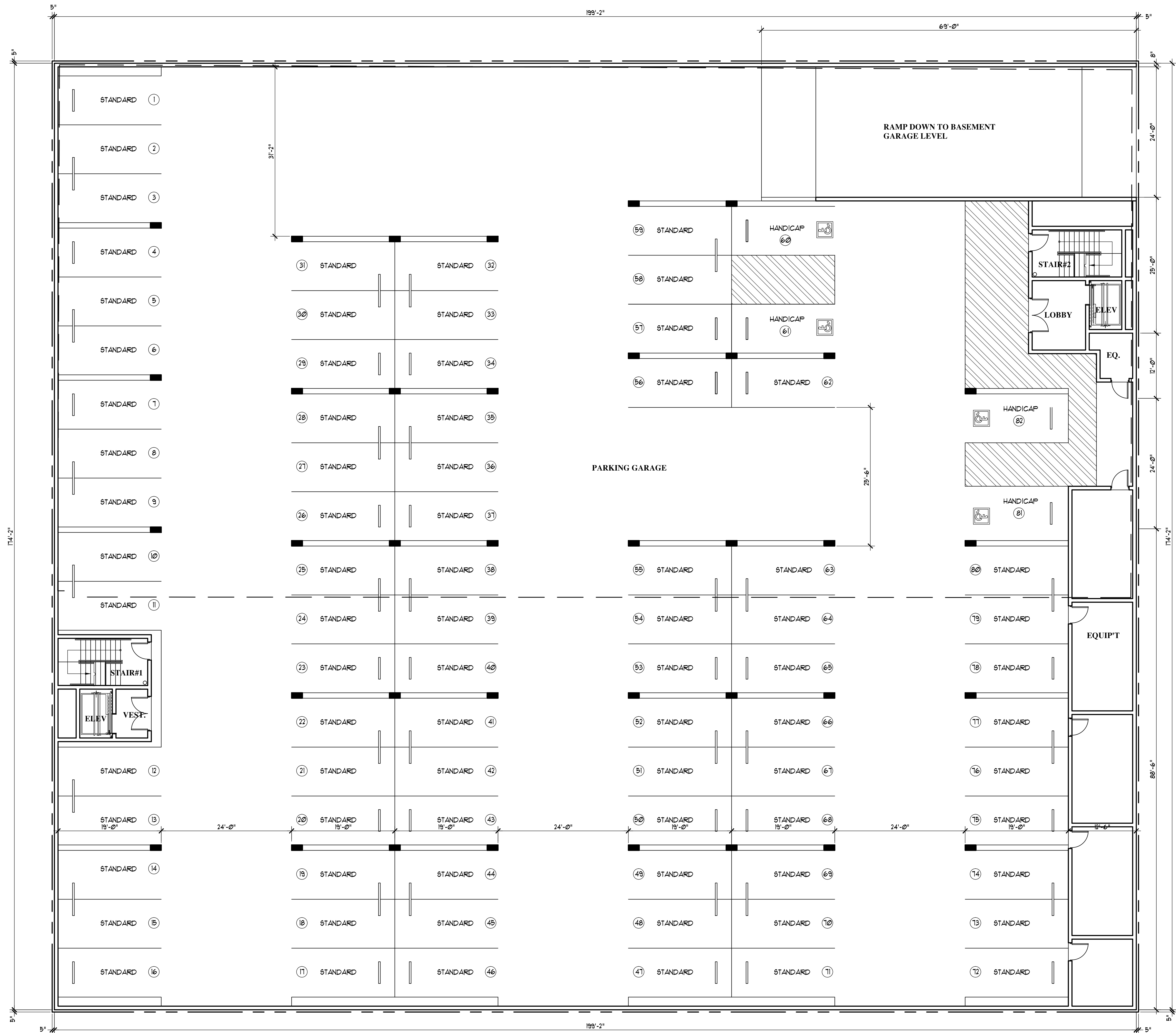
PROJECT NAME:
**"JCP - MIXED USE"
101 UNIT APARTMENT**
SAN FERNANDO ROAD & SAN FERNANDO MISSION BLVD
SAN FERNANDO, CALIFORNIA 91340

PROJECT SITE PLAN		REVISIONS:
DRAWN:	DATE:	05/20/14
PLAN CHK:	05/11/14	
PERMIT:		

**KEN STOCKTON
ARCHITECTS, INC. - A.I.A.**
26500 W. AGOURA ROAD, PMB. # 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

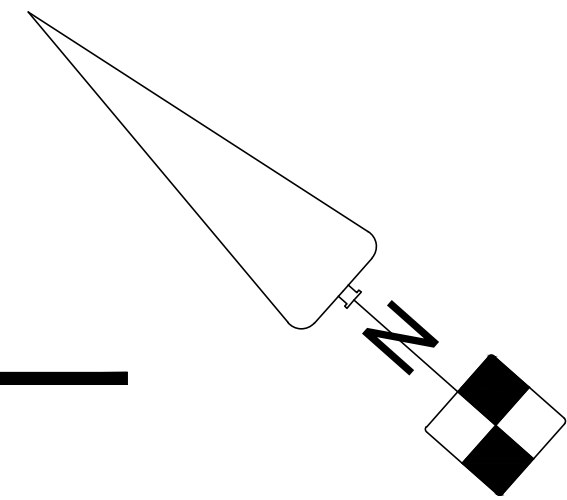


SHEET NO.
A1.0



BASEMENT GARAGE PLAN

SCALE : 1/8" = 1'-0"
82 TOTAL CAR STALLS - THIS LEVEL



DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA 91304
818-270-9070 FAX: 818-270-9071

PROJECT NAME:
**"JCP - MIXED USE"
101 UNIT APARTMENT**
SAN FERNANDO ROAD & SAN FERNANDO MISSION BLVD
SAN FERNANDO, CALIFORNIA 91340

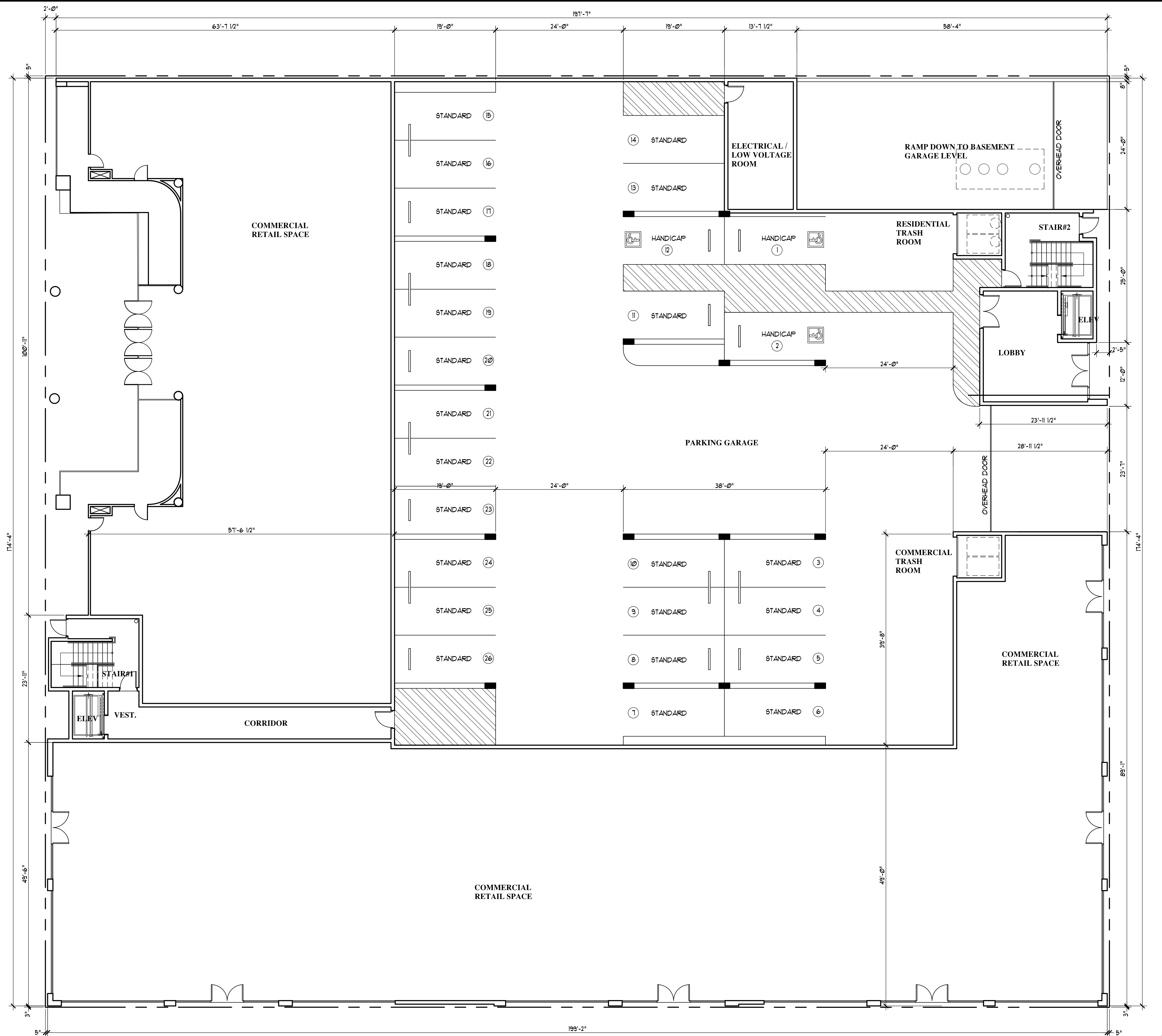
BASEMENT GARAGE FLOOR PLAN		REVISIONS:
DRAWN:	DATE:	05/20/14
PLAN CHK:	DATE:	
PERMIT:	DATE:	

KEN STOCKTON
ARCHITECTS, INC. - A.I.A.
26500 W. AGOURA ROAD, PMB # 663, CALABASAS, CA 91302
(818) 888-9443 FAX: (818) 888-9604

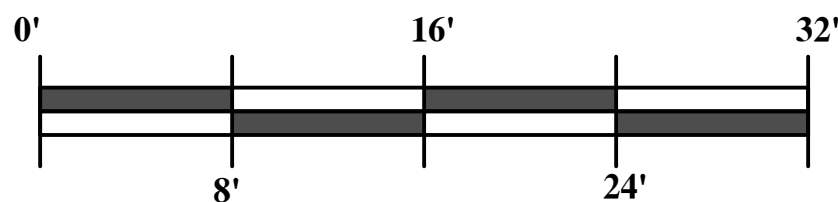
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A2.0

San Fernando Rd

CELIS STREET

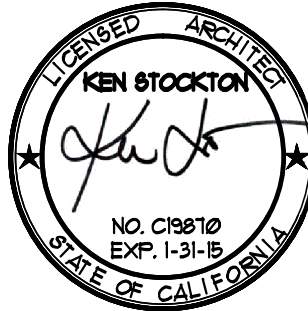


San Fernando Mission Blvd.



FIRST STORY / GARAGE PLAN

SCALE : 1/8" = 1'-0"
26 TOTAL CAR STALLS - THIS LEVEL

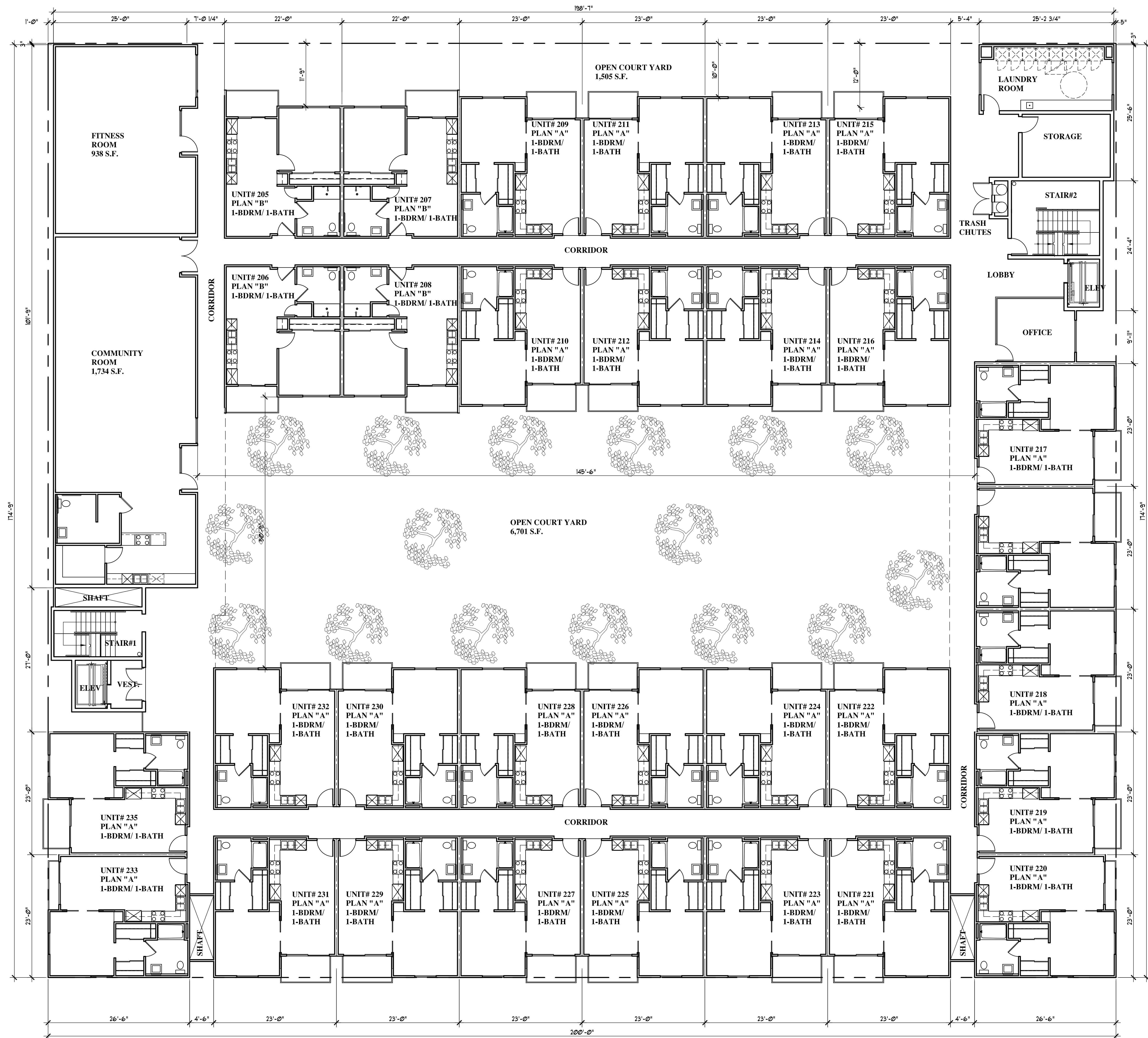


KEN STOCKTON
ARCHITECTS, INC. - A.I.A.
26500 W. AGOURA ROAD, PMB.# 663, CALABASAS, CA 91302
(818) 888-9443 FAX: (818) 888-9604

PROJECT NAME:
"JCP - MIXED USE"
101 UNIT APARTMENT
SAN FERNANDO ROAD & SAN FERNANDO MISSION BLVD
SAN FERNANDO, CALIFORNIA 91340

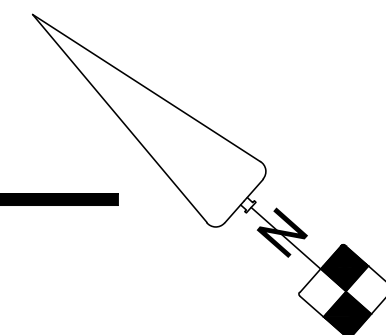
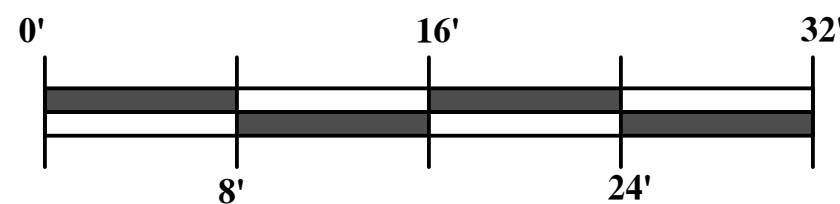
DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA 91304
818-270-9070 FAX: 818-270-9071

SHEET NO.
A2.1



SECOND STORY FLOOR PLAN

SCALE : 1/8" = 1'-0"



SCHEMATIC DRAWING

KEN STOCKTON
ARCHITECTS, INC. - A.I.A.
26500 W. AGOURA ROAD, PMB. # 663, CALABASAS, CA 91302
(818) 888-9443 FAX: (818) 888-9604

PROJECT NAME:
"JCP - MIXED USE"
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SAN FERNANDO ROAD & SAN FERNANDO MISSION BLVD
SAN FERNANDO, CALIFORNIA 91340

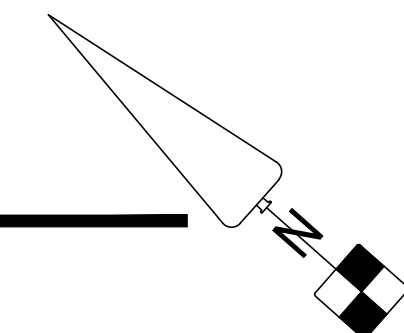
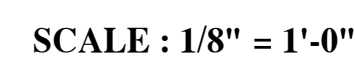
DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA 91304
818-270-9070 FAX: 818-270-9071

SECOND FLOOR PLAN	
DRAWN:	REV/SIONS:
DATE: 01/06/14	02/03/14
PLAN CHK:	06/19/14
PERMIT:	

SHEET NO.

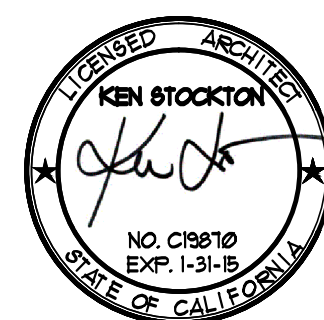
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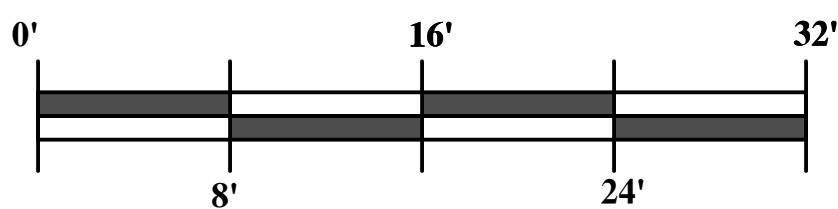
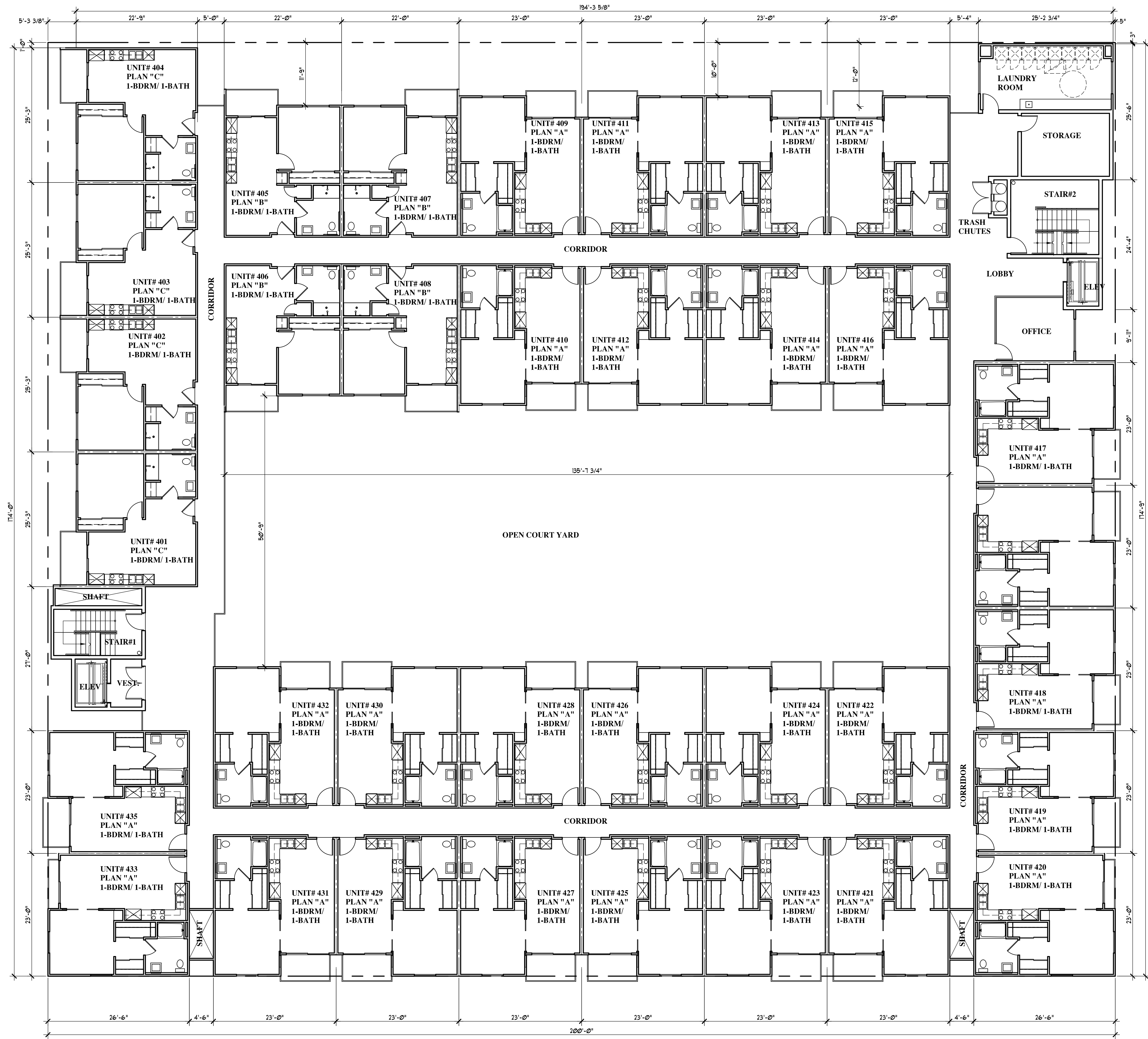




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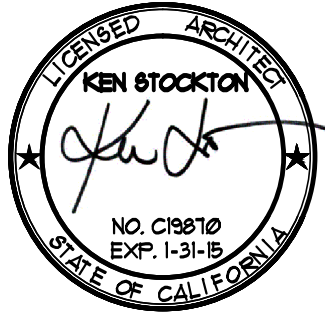
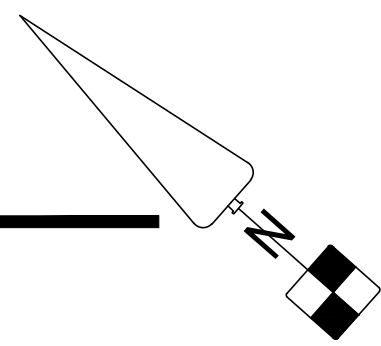
A2.3





FOURTH FLOOR PLAN

SCALE : 1/8" = 1'-0"



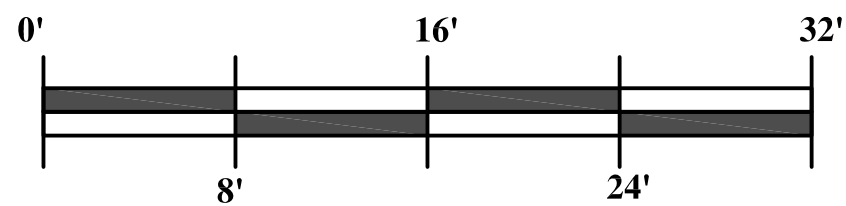
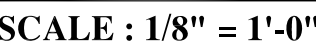
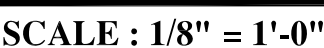
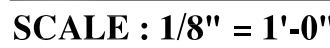
DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA. 91304
818-270-9070 FAX: 818-270-9071

PROJECT NAME:
**"JCP - MIXED USE"
101 UNIT APARTMENT**
SAN FERNANDO ROAD & SAN FERNANDO MISSION BLVD
SAN FERNANDO, CALIFORNIA 91340

FOURTH FLOOR PLAN			
DRAWN:	REV/SIONS:		
DATE: 06/2/14	06/19/14		
PLAN CHK:			
PERMIT:			

**KEN STOCKTON
ARCHITECTS, INC. - A.I.A.**
26500 W. AGOURA ROAD, PMB.# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A2.4



SHEET NO.

A3.1

FLOOR PLAN KEYNOTES:

- 1

SMOKE DETECTOR HARDWIRED W/ BATTERY BACK-UP & LOW BATTERY SIGNAL
- 2

WATER CLOSET - ULTRA LOW FLUSH OR DUAL FLUSH - SEE SHT GNI FOR MAX. FIXTURE FLOW RATE
- 3

UPPER CABINETS ABOVE KITCHEN COUNTERTOP - SEE INTERIOR ELEV'S
- 4

WATERPROOF DECKING, CLASS "A" MIN RATED BY "FLL-DEK" OR AN APPROVED EQUAL LARRY 25315 OR EQUAL
- 5

42" HIGH GUARDRAIL @ BALCONY
- 6

WALL MOUNTED LAVATORY SINK SEE SHT GNI FOR MAX. FIXTURE FLOW RATE
- 7

CARBON MONOXIDE DETECTOR AND SMOKE DETECTOR COMBO (HARD-WIRED W/ BATTERY BACKUP)
- 8

RECESSED METAL MEDICINE CABINET-PROVIDE PRELIM. DRYWALL INSIDE R.O. @ ALL PARTY WALLS & BEARING WALLS
- 9

SHOWER ROD
- 10

EXHAUST FAN - 50 CFM MINIMUM W/ HUMIDISTAT CONTROL (ENERGY STAR RATED) 100 CFM MIN FOR CONTINUOUS EXHAUST DUCTED TO TERMINATE OUTSIDE OF THE BUILDING
- 11

TUB/SHOWER : 36"X60"X12" 1-PIECE FIBERGLASS - SEE GNI FOR MAXIMUM FIXTURE FLOW RATE
- 12

8'-0" SOFFIT @ KITCHEN ABOVE UPPER CABINETS
- 13

42" HIGH PONYWALL
- 14

DRYER VENT - (THRU EXT WALL OR ROOF) -PROVIDE FLASHING & WATERPROOF ALL PENETRATIONS-
- 15

DRYER SPACE - VENT DIRECTLY TO OUTSIDE AIR-LOW WATER CONSUMPTION (ENERGY STAR RATED)
- 16

WASHER SPACE - W/ SMITTY PAN & DRAIN (ENERGY STAR RATED)
- 17

DISHWASHER UNIT-24" MIN. CLEAR WIDTH (ENERGY STAR RATED)
- 18

DOUBLE SINK W/ GARBAGE DISPOSAL - FINISHED FLOOR BELOW UP TO BACK WALL -SEE SHT. GNI FOR FLOW RATE
- 19

30" RANGE/OVEN W/ DIRECT VENTED HOOD ABOVE - (VENT TO OUTSIDE) (ENERGY STAR RATED, IF APPLICABLE) HOOD TO BE 36" MIN WIDTH.
- 20

REFRIGERATOR SPACE, (NO ICEMAKER OR STUB OUT FOR WATER) 39" MIN CLR. (ENERGY STAR RATED) - PROVIDE 18 c.f. (MIN) REFER AT ALL UNITS
- 21

SHELF & POLE-1/3 SINGLE & 2/3 DOUBLE @ ALL BEDROOM CLOSETS ONLY
- 22

LINEN CABINET - FULL HEIGHT TO CEILING -ADJUSTABLE SHELVES.
- 23

PROVIDE FOR "FUTURE" ELECTRIC VEHICLE CHARGING STATION INCLUDING AN ELECTRIC PANEL CAPACITY FOR A 200/240V, 40 AMP GROUNDED AC OUTLET (4106.6) SEE STALLS*2, & 40
- 24

AUTOMATIC IRRIGATION SYSTEM CONTROLLER FOR LANDSCAPING WITH MOISTURE-BASED SENSING CAPABILITIES- SEE LANDSCAPE PLAN
- 25

GRAB BARS (WALL MTD) SEE DETAILS
- 26

2x SOLID BACKING FOR FUTURE INSTALLATION OF WALL MOUNTED GRAB BARS (OR SINK) @ 43" FROM FINISH FLR TO CL OF BARS
- 27

60" DIAMETER "ACCESSIBLE" TURNING AREA FOR WHEEL CHAIR MANUEVERING
- 28

30"x 48" CLEAR FLOOR SPACE FOR ACCESSIBILITY @ LAUNDRY, SINKS, WATER CLOSETS, ETC..
- 29

LAUNDRY SINK SET IN CABINET SEE SHT GNI FOR MAX. FIXTURE FLOW RATE
- 30

PANTRY - SHELVES
- 31

PREFABRICATED BALCONY AND RAILING SYSTEM BY "GLASRAIL" (42" MIN RAILING)
- 32

LINE OF FLOORING TRANSITION (SEE SCI FINISH SCHEDULE FOR FLOORING FINISH)
- 33

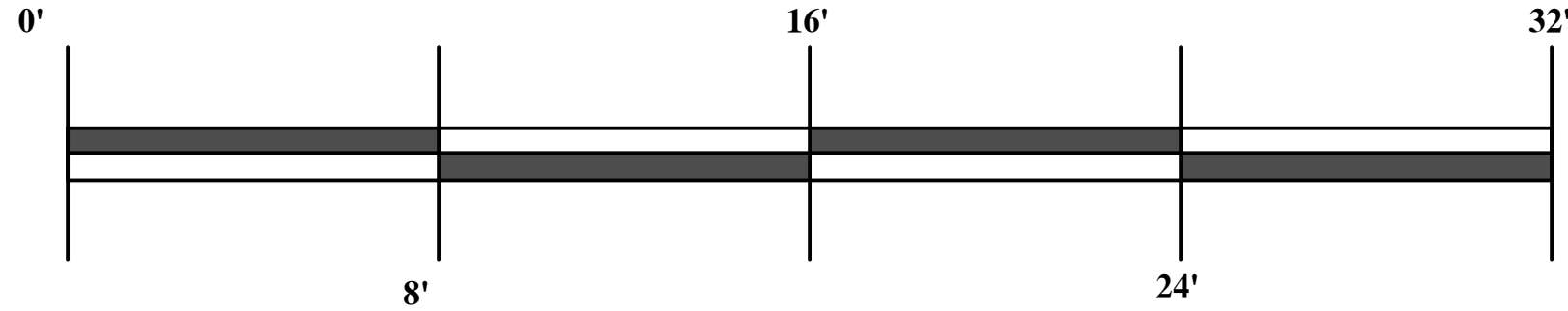
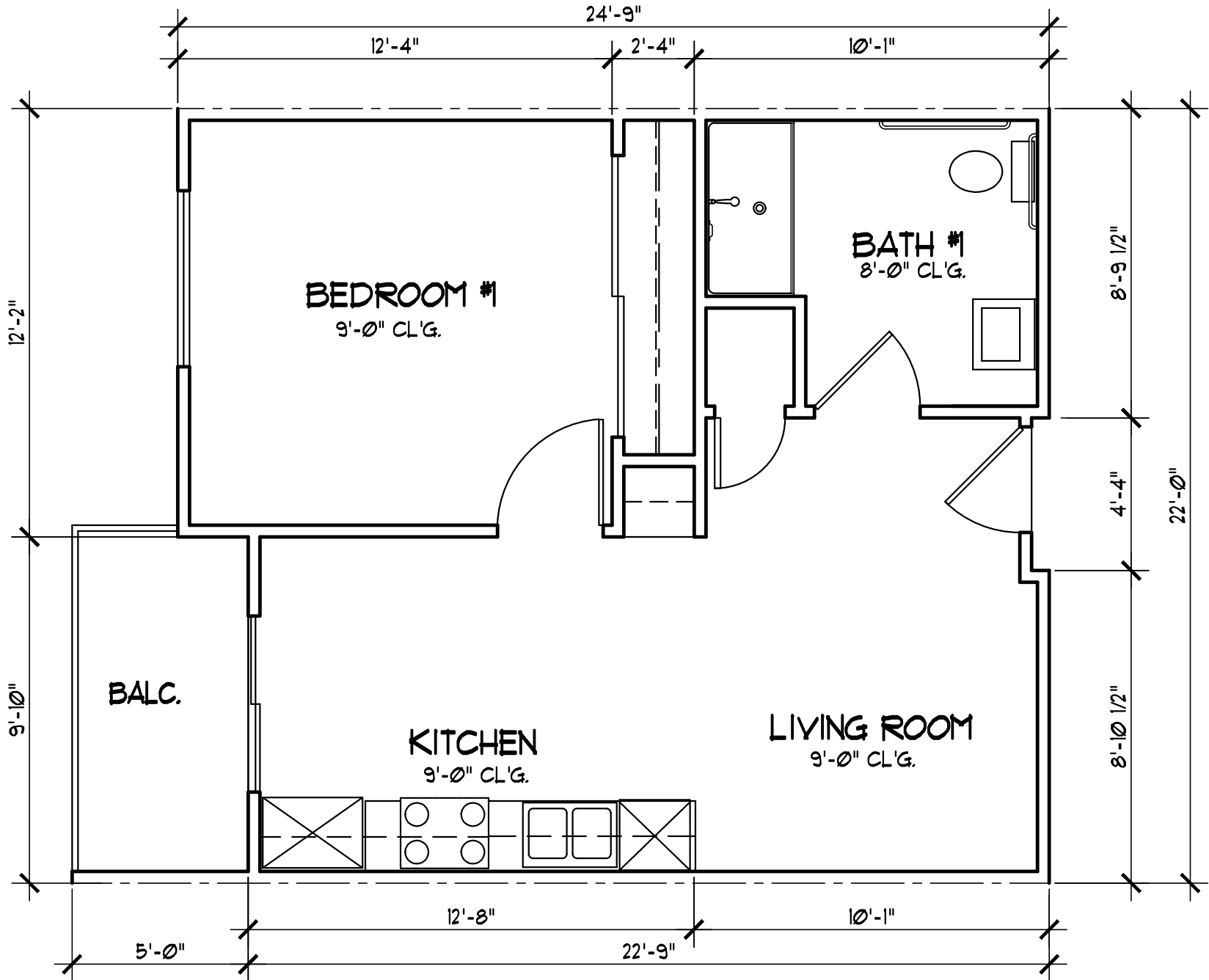
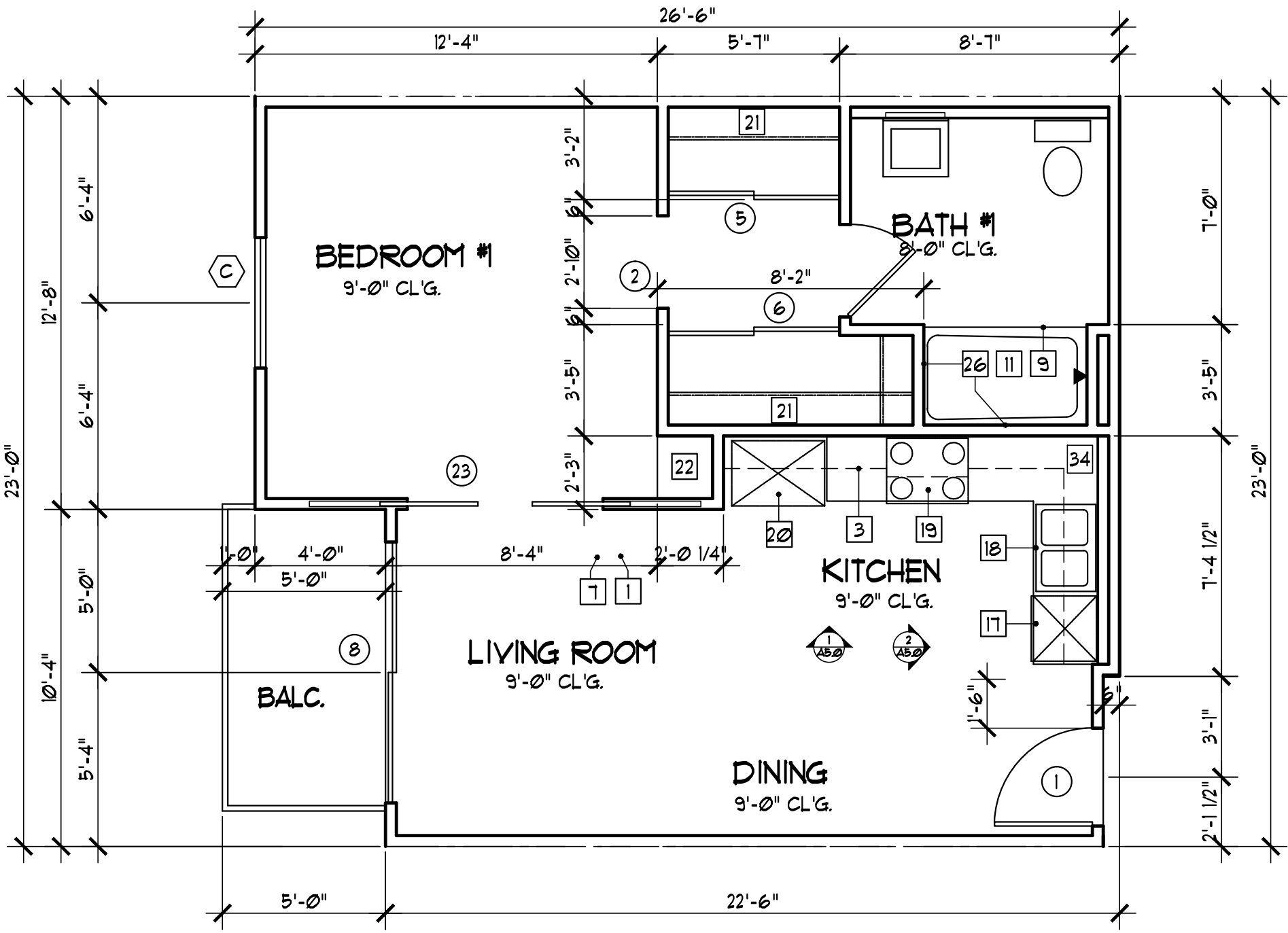
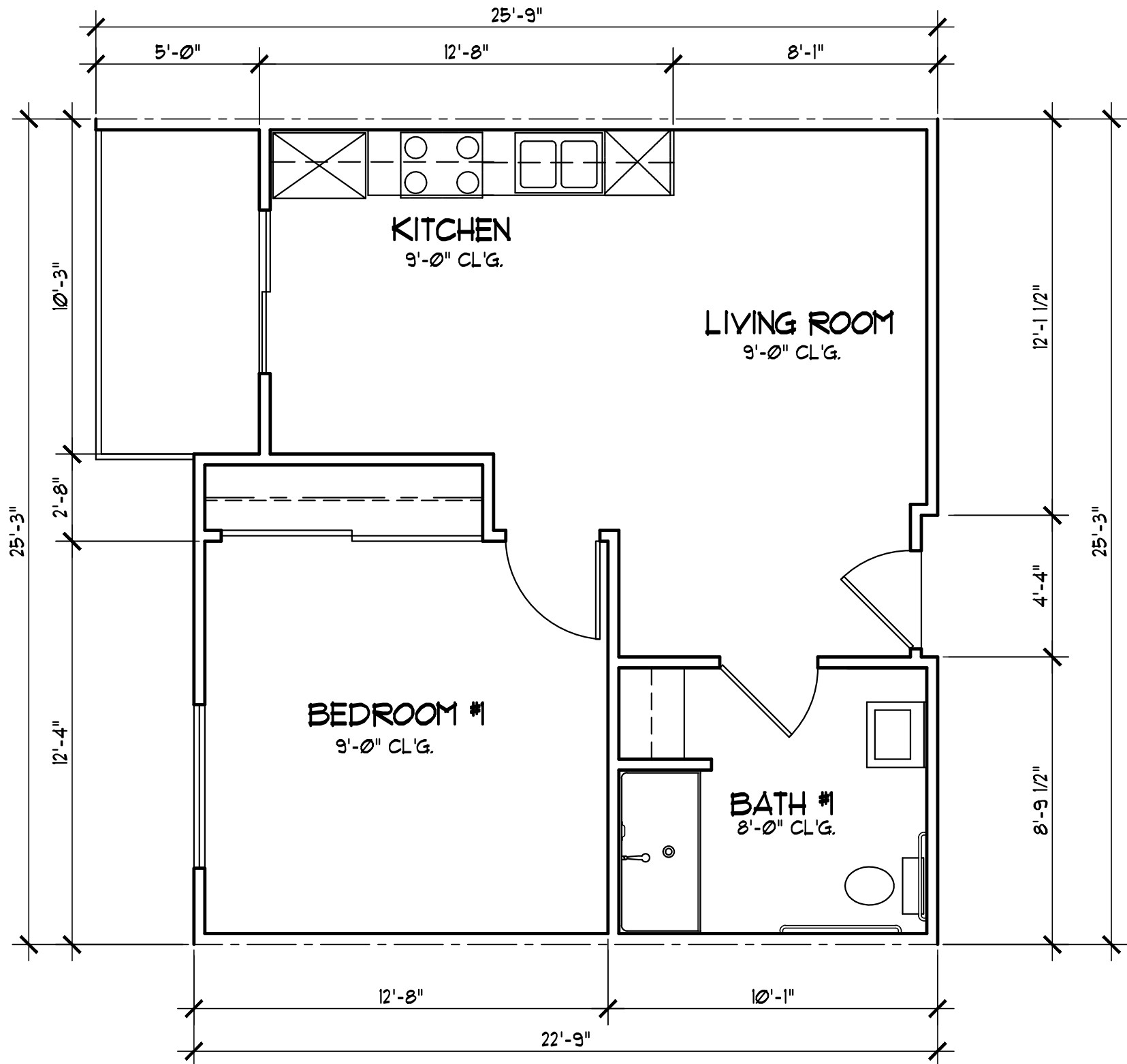
COOKTOP/ OVEN W/ ISLAND HOOD (CLG MTD) W/ DIRECT VENT TO OUTSIDE AIR
- 34

LOWER CABINET (24" DEEP) W/ GRANITE SURFACE @ 34" AFF. MAX.
- 35

MIRROR, WALL MOUNTED W/ BTM OF REFLECTIVE SURFACE @ 40" MAX

UNIT PLAN GENERAL NOTES:

1. PROVIDE 2x BACKING FOR ALL WALL MOUNTED BATHROOM ACCESSORIES INCLUDING SINK, GRAB BARS, TOILET PAPER MOUNT, TOWEL BARS, MEDICINE CABINET, AND ALL OTHER BATH ACCESSORIES TO BE WALL MOUNTED
2. PROVIDE 2x BACKING FOR ALL KITCHEN CABINETS TO SECURE TIGHTLY TO WALL
3. PROVIDE 2x BACKING AT ALL CEILINGS WHERE HANGING FIXTURES OR CABINETS ARE INSTALLED AND BACKING IS REQUIRED.



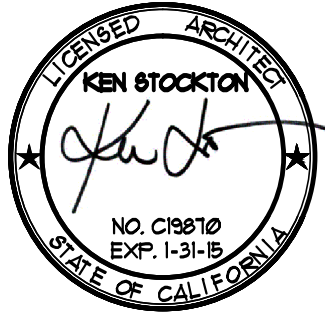
DEVELOPER:
ASZKENAZY DEVELOPMENT, INC.
601 SO. BRAND BLVD., 3RD FLOOR, SAN FERNANDO, CA 91304
818-270-9070 FAX: 818-270-9071

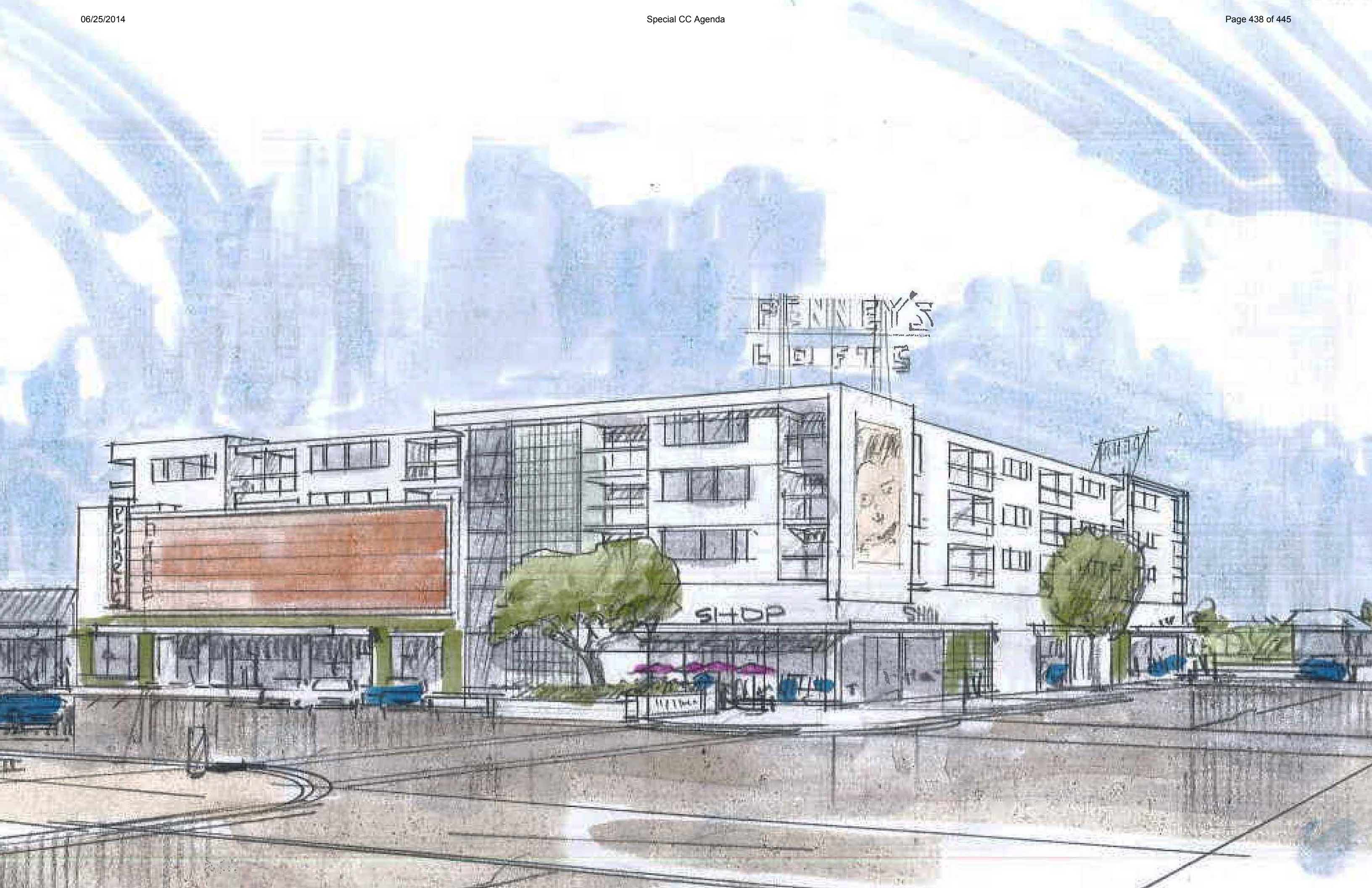
PROJECT NAME:
**"HARDING APARTMENTS"
29 UNIT APARTMENT**
HARDING AVENUE
SAN FERNANDO, CALIFORNIA 91340

TYPICAL UNIT PLANS & REC. ROOM			
DRAWN:	REVISIONS:		
DATE: 01/08/14	01/03/14		
PLAN CHK:	04/16/14		
PERMIT:			

KEN STOCKTON ARCHITECTS, INC. - A.I.A.
26500 W. AGOURA ROAD, PMB.# 663, CALABASAS, CA 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A4.0







3.29.14



**CITY OF SAN FERNANDO
PLANNING AND PRESERVATION COMMISSION**

ATTACHMENT "H"

**DRAFT MINUTES OF THE
JUNE 23, 2014
SPECIAL MEETING
CITY HALL COUNCIL CHAMBER**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE PLANNING COMMISSION. AUDIO OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING IN THE COMMUNITY DEVELOPMENT DEPARTMENT.

CALL TO ORDER

The meeting was called to order by Chairperson Theale Haupt at 7:10 P.M.

PLEDGE OF ALLEGIANCE

Led by Chairperson Theale Haupt

ROLL CALL

The following persons were recorded as present:

PRESENT:

Chairperson Theale Haupt, Vice-chair Alvin Durham, Commissioners Kevin Beaulieu, Y. Mejia, and Rudy Salinas

ABSENT:

None

ALSO PRESENT:

Community Development Director Fred Ramirez, City Attorney Isabel Birrueta, City Consultant Marc Blodgett, and Community Development Secretary Michelle De Santiago

APPROVAL OF AGENDA:

Vice-chair A. Durham moved to approve the agenda for June 23, 2014. Seconded by Commissioner Y. Mejia, the motion carried with the following vote:

AYES:	A. Durham, Y. Mejia, K. Beaulieu, T. Haupt and R. Salinas
NOES:	None
ABSENT:	None
ABSTAIN:	None

CONSENT CALENDAR

No Items

UNFINISHED BUSINESS

None

Commissioner K. Beaulieu stated that he needed to recuse himself from the meeting since he holds interest in a property that is within 500 feet from the proposed project. He indicated that in order to avoid a potential conflict of interest he would recuse himself from participating in the review of the project and leave the council chambers.

Planning Commission Minutes of the Special Meeting of June 23, 2014
Page 2 of 6

K.Beaulieu left at 7:13 p.m.

PUBLIC HEARING 7A:

Zone Map Amendment 2014-001, Site Plan Review 2014-008, Variance 2014-0010, Historic Designation, and Initial Study and Mitigated Negative Declaration – 1140 and 1148 San Fernando Road, San Fernando, CA 91340 – Aszkenazy Development, Inc., 601 S. Brand Boulevard, 3rd Floor., San Fernando, CA 91340 – The proposed project involves the construction of a new four-story mixed-use development with three floors of residential totaling approximately 77,523 with 101 one-bedroom residential units and a first floor with approximately 17,455 square feet dedicated for street level retail/service uses at the subject property located at 1140-1148 San Fernando Road (“the “Project”).

The proposed 101 residential units would be designed as affordable to eligible low-income households. Parking for the Project will be provided by 108 on-sight parking spaces including the construction of a subterranean parking facility and ground floor parking area. The Project site is currently improved with the former J.C. Penney’s Department store (60, 000 sq. ft.) and the former Bank of America (“Casanova”) Building (9,179 sq. ft.). The Project site is approximately 35,000 square feet (175 feet by 200 feet) and is made up of two parcels that are 15,000 sq. ft. respectively. The subject property is located along the south side of the 1100 block of San Fernando Road between San Fernando Mission Boulevard and South Maclay Avenue, within the San Fernando Corridor Specific Plan SP-4 Zone (Downtown District/San Fernando Mall Sub-district) & (Truman San Fernando District/Mixed Use Transition Sub-District).

The Project will require City approval of a zone map amendment inclusive of an ordinance adoption to allow the entire Project site to be under one zoning district (Downtown District) and one sub-district classification (San Fernando Mall Sub-District) as well as approval of a variance to deviate from the city’s development standards to exceed the 50-foot maximum building height and encroach into the 15-foot required front and side setback for the upper residential floors. As part of the Project’s approval the City will be considering designation of the J.C. Penney’s building front façade as City historic resource. In accordance with the provisions of the California Environmental Quality Act, the City as the “Lead Agency” has determined that the proposed Project will not have a significant adverse impact on the environment therefore intends to adopt a Mitigated Negative Declaration for the Project.

STAFF PRESENTATION

Community Development Director Fred Ramirez gave the staff presentation recommending that the Planning and Preservation Commission:

- 1. Approve Variance 2014-001 and Site Plan Review 2014-008, pursuant to Planning and Preservation Commission Resolution 2014-06 and conditions of approval attached as Exhibit “A” to the resolution;**
- 2. Adopt Planning and Preservation Commission Resolution 2014-07 (“Attachment 2”) recommending to the City Council designation of the J.C. Penney’s building front façade elevation facing San Fernando Road which includes character defining architectural features and appurtenances located at 1140 San Fernando Road as a city historic resource; and,**
- 3. Adopt a “Resolution of Intention” recommending to the City Council approval of Zone Map Amendment 2014-001 adoption of the Initial Study and Mitigated Negative Declaration for the**

Planning Commission Minutes of the Special Meeting of June 23, 2014
Page 3 of 6

Project to the City Council, pursuant to Planning and Preservation Commission Resolution 2014-08 (“Attachment3”).

PUBLIC TESTIMONY

Linda Campanella – 319 N. Workman Street – She stated that it is a beautiful project and that the developer is known for his effort of historic preservation. She indicated that she loves the small town feel of San Fernando and she stated that she is in favor of the project.

Jose Juarez – Hubbard Avenue – He stated that he is part of the small group of struggling college students wanting to return to San Fernando. He stated that this project will generate more activity to the city’s downtown and despite the units only being available to low-income individuals it is much needed in the city.

Margarita Montañez – 608 Hollister Street – She stated that she was recently in a beauty salon at Laurel Canyon and Chatsworth Street and there was a young man who walked into the salon with a gun and robbed the clients at gunpoint. She stated that if anyone is ever in the same situation to please comply with the demands. She stated that she would not like to see our police services be affected with the development of the proposed apartments that are part of the project.

COMMISSION DISCUSSION

R. Salinas asked why all the units being proposed were only one-bedroom apartments.

F. Ramirez stated that multiple factors affect the type of residential development being proposed including constraints associated with physical limits of the site associated with the building envelope as well as the added cost to provide additional parking levels required for additional bedrooms per unit. Collectively, all these factors would drive up the cost to build as well as the rents and make the project difficult to finance.

Adriana Gomez – Project Manager stated that the unit size and number of bedrooms was directly affected by the financial impacts associated with building additional levels of parking required for additional bedrooms as well as the negative affect to affordability attributed to increased costs to build the apartment units.

Y. Mejia asked if all of the units would be affordable housing.

A.Gomez stated that the tax credit will only finance 100% affordable units. She stated that the applicant must meet the income guidelines and gets certified and if the tenant eventually earns more money they cannot be evicted.

Y. Mejia asked about the business improvement and parking assessment districts and who monitors the parking areas.

F. Ramirez discussed the business assessment and parking district that encompass the project and discussed how business pay into the assessment districts on an annual basis as part of the business license renewal process and that the money is intended to maintain and operate the public parking facilities in the immediate vicinity of the project site. .

Y. Mejia asked what if any restriction would there be on the number of occupants for the one-bedroom units in order to prevent overcrowding.

Planning Commission Minutes of the Special Meeting of June 23, 2014
Page 4 of 6

A.Gomez stated that the Federal guidelines state that there can be 2 persons per 1 bedroom plus one person per living space.

A.Durham expressed his concern that we will not attract businesses in coming to our city because of the high concentration of low-income residents. He stated that he doesn't see enough positives in the proposed project.

A.Gomez stated that a lot of the retailers do not consider San Fernando because of the lack of residents in the downtown area. She stated that the developer feels the opposite and that this project will actually help attract new businesses.

T. Haupt asked if the entire building would be torn down and the front façade rebuilt.

I.Fitzsimmons stated that it is too costly to tear the entire building down. He stated that every effort will be made to stabilize the San Fernando Road façade during the demolition. He stated that they will need to demo the basement floor but that he does not anticipate that this will undermine the original foundation along the building's front facade.

T. Haupt stated that in the renderings there seems to be a blade sign at the rear of the building facing Celis Street; he is if there was going to be a new blade sign on the new Celis Street frontage.

I.Fitzsimmons stated that yes there would be a new blade sign on Celis Street.

T. Haupt asked about for some clarification of items listed on the Public Works Department Building Checklist.

F. Ramirez provided clarification regarding the Public Works Checklist.

R. Salinas stated that it is a good project and expressed concern that the units will get rundown.

A.Gomez indicated that they are subject to annual inspections and that there is a level of maintenance that is required for all units and the property required by the project investors. She also noted that the site like all there other residential developments will have an on-site resident manager.

Marc Blodgett gave a brief presentation on the environmental assessment conducted as part of the project and responded to public and commissioner comments by noting the various mitigation measures incorporated into the project that are intended to ensure the long term viability of the project and reduction of potential cultural, noise, air quality, public service and hazards impacts associated with the project.

Y. Mejia stated that she is a big proponent of mixed-use and she expressed concern primarily about the possibility of overcrowding. She stated that the project has the potential to attract additional foot traffic to the downtown.

T. Haupt state his support for the project, noted the smaller size of the units and also acknowledged the need for people to find similar type units to live in. He also noted that he project will create more business opportunities and it will eliminate a vacant and obsolete building.

Subsequent to discussion, Commissioner Y, Mejia moved to approve Variance 2014-001 and Site Plan Review 2014-08, pursuant to Planning and Preservation Commission Resolution 2014-06 and conditions of approval

Planning Commission Minutes of the Special Meeting of June 23, 2014
Page 5 of 6

attached as Exhibit “A” to the resolution. Seconded by Commissioner R. Salinas, the motion carried with the following vote:

AYES: Y. Mejia, R. Salinas, A. Durham, and T. Haupt
NOES: None
ABSENT: K. Beaulieu
ABSTAIN: None

Vice-chair A. Durham moved to recommend to the City Council designation of the J.C. Penney’s building front façade elevation facing San Fernando Road, pursuant to Planning and Preservation Commission Resolution 2014-07 (“Attachment2”). Seconded by Commissioner Y. Mejia, the motion carried with the following vote:

AYES: A. Durham, Y. Mejia, T. Haupt, and R. Salinas
NOES: None
ABSENT: K. Beaulieu
ABSTAIN: None

Commissioner Y. Mejia moved to recommend to the City Council approval of a “Resolution of Intention” to approve Zone map Amendment 2014-001 and adoption of the Initial Study and Mitigated Negative Declaration, pursuant to Planning and Preservation Commission Resolution 2014-08 (“Attachment 3”). Seconded by Commissioner R. Salinas, the motion carried with the following vote:

AYES: Y. Mejia, R. Salinas, A. Durham, and T. Haupt
NOES: None
ABSENT: K. Beaulieu
ABSTAIN: None

STAFF COMMUNICATIONS

The July 1, 2014 will be cancelled and we will have a special meeting mid-July 2014 to discuss pending cases.

COMMISSION COMMENTS

None

PUBLIC STATEMENTS

None

ADJOURNMENT:

Vice-chair A. Durham adjourned the meeting, the motion carried with the following vote:

AYES: A. Durham, T. Haupt, Y. Mejia, and R. Salinas
NOES: None
ABSENT: K. Beaulieu
ABSTAIN: None

9:13 P.M.
Fred Ramirez

Planning Commission Minutes of the Special Meeting of June 23, 2014

Page 6 of 6

Planning Commission Secretary