

CITY OF SAN FERNANDO COUNCIL CHAMBERS

PLANNING AND PRESERVATION COMMISSION AGENDA

Regular Meeting March 6, 2012

1. CALL TO ORDER

7:00 P.M.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Chairperson Julie Cuellar, Vice-chair Mario Rodriguez, Commissioners, Alvin F. Durham and Jose Ruelas

4. APPROVAL OF AGENDA

March 6, 2012

5. **PUBLIC STATEMENTS**

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 wishes to address the Commission on community planning matters not pertaining to items on this agenda.

6. CONSENT CALENDAR

Items on the consent calendar are considered routine and may be acted on by a single motion to adopt the staff recommendation or report. If the Commission wishes to discuss any item, it should first be removed from the consent calendar.

Planning and Preservation Commission minutes of the Special Meeting of January 18, 2012

7. NEW BUSINESS

A: Subject: General Plan Amendment 2012-01, Zone Change 2012-01, Lot

Line Adjustment 2012-01, Site Plan Review 2012-01, Initial

Study and Mitigated Negative Declaration

Location: 1501, 1529, and 1601 First Street and 112, 116, and 124 Harding

Avenue, San Fernando, CA 91340

Applicant: Aszkenazy Development, Inc., 601 S. Brand Blvd., 3rd Floor, San

Fernando, CA 91340

Proposal: The proposed development consists of two neighboring

affordable housing projects (the "Project") consisting of a total of 113 dwelling units. The proposed Project would require a general plan map amendment and zone change to convert industrially zoned property along Harding Avenue to high density residentially zoned property. Each project site will be developed with a 45-foot, four-story building with a parking garage located on the first floor. Phase 1 of the Project at 1501

and 1529 First Street will be developed with an 84-unit multifamily housing project with parking on-site for 112 vehicles within a first-floor garage. Phase 2 of the Project at 112, 116, and 124 Harding Avenue will developed with a 29-unit multifamily housing project with parking on-site for 40 vehicles within a first-floor garage. The project sites are located along Harding Avenue, between First Street and Second Street.

Recommendation:

Staff recommends that the Planning and Preservation Commission recommend approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommend adoption of Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").

If, in the future, you wish to challenge the items listed above in Court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Planning Commission at, or prior to, the public hearing. Decisions of Planning and Preservation Commission may be appealed to the City Council within 10 days following the final action.

8. STAFF COMMUNICATIONS

9. **COMMISSION COMMENTS**

10. **ADJOURNMENT**

April 3, 2012

Any public writings distributed to the Planning and Preservation Commission regarding any item on this regular meeting agenda will also be made available at the Community Development Department public counter 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 or accommodation to attend or participate in this meeting, including auxiliary aids or services please call the Community Development Department office at (818) 898-1227 at least 48 hours prior to the meeting.



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and 1529 First Street will be developed with an 84-unit multifamily housing project with parking on-site for 112 vehicles within a first-floor garage. Phase 2 of the Project at 112, 116, and 124 Harding Avenue will developed with a 29-unit multifamily housing project with parking on-site for 40 vehicles within a first-floor garage. The project sites are located along Harding Avenue, between First Street and Second Street.

Recommendation:

Staff recommends that the Planning and Preservation Commission recommend approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommend adoption of Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").

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MEE	TING	DATE: March 6, 2012		
PUBI	LIC H	EARING:		
1.	СНА	AIRPERSON TO OPEN THE ITEM AND REQUEST STAFF REPORT		
2.	STAFF PRESENTS REPORT			
3.	COMMISSION QUESTIONS ON STAFF REPORT			
4.	OPEN FOR PUBLIC HEARING			
5.	CLOSE PUBLIC HEARING			
6.	PLANNING AND PRESERVATION COMMISSION DISCUSSION			
7.	REC	RECOMMENDED ACTION:		
	(a)	To Approve: "I move to recommend that the Planning and Preservation Commission recommend approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommend adoption of the Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").		
	(b)	To Deny: "I move to recommend denial that the Planning and Preservation Commission recommend denial of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommend denial of the Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").		
	(c)	To Continue: "I move to continue consideration of Staff recommends that the Planning and Preservation Commission recommend continuation of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and continuation of the Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and		

PUBLIC HEARING: To Approve ()	To Deny ()	To Continue ()
Moved by:	Seconded by:	
Roll Call:		

Exhibit "A" to the resolution ("Attachment 1").

7A: General Plan Amendment 2012-01, Zone Change 201201, Lot Line Adjustment 2012-01, Site Plan Review 2012-01, Initial Study and Mitigated Negative Declaration

Preservation Commission Resolution 2012-03 and conditions of approval attached as



PLANNING AND PRESERVATION COMMISSION STAFF REPORT

DATE:

March 6, 2012

TO:

SAN FERNANDO PLANNING AND PRESERVATION COMMISSION

FROM:

Fred Ramirez, City Planner

Prepared by: Edgar Arroyo, Assistant Planner

SUBJECT:

General Plan Amendment 2012-01, Zone Change 2012-01, Lot Line Adjustment 2012-01, Site Plan Review 2012-01, and Initial Study and

Mitigated Negative Declaration

LOCATION(S): 1501, 1529, and 1601 First Street and 112, 116, and 124 Harding Avenue

Assessors Parcel No(s): 2520-011-006, 038, 041, 042, and 043

2520-017-002, 003, and 004

PROPOSAL:

The proposed development consists of two neighboring affordable housing projects (the "Project") consisting of a total of 113 dwelling units. The proposed Project would require a general plan map amendment and zone change to convert industrially zoned property along First Street and Harding Avenue to high density residentially zoned property. Each project site will be developed with a 45-foot, four-story building with a parking garage located on the first floor. Phase 1 of the Project at 1501 and 1529 First Street will be developed with an 84-unit multifamily housing project with parking on-site for 112 vehicles within a first-floor garage. Phase 2 of the Project at 112, 116, and 124 Harding Avenue will developed with a 29-unit multi-family housing project with parking on-site for 40 vehicles within a first-floor garage. The project sites are located along Harding Avenue, between First Street and

Second Street.

APPLICANT:

Aszkenazy Development, Inc., 601 S. Brand Boulevard, 3rd Floor, San

Fernando, CA 91340

RECOMMENDATION:

Staff recommends that the Planning and Preservation Commission recommend approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommend adoption of Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").

PROJECT OVERVIEW:

1. On January 26, 2012, project applicant Ian Fitzsimmons, submitted a site plan review application to construct two neighboring affordable housing projects (the "Project") consisting of a total of 113 dwelling units at 1501 and 1529 First Street (Phase 1) and 112, 116, 124 Harding Avenue (Phase 2).

Phase 1 of the Project is located along the west side of Harding Avenue and consists of the development of a 121,051-square-foot, four-story affordable housing project with 84 dwelling units and a first floor parking garage for 112 vehicles. The unit mix for this development would include 58 one-bedroom units and 26 three-bedroom units. This Project site would require a lot line adjustment among parcels 2520-011-006, 043, and 043 (See "Attachment 10" for map of existing parcels) to reconfigure the legal boundaries of these properties to facilitate residential development of the site. The adjusted project site would be an approximately 79,286-square-foot site with street frontages along Fermoore Street and Harding Avenue.

Phase 2 of the Project is located along the east side of Harding Avenue and consists of the development of a 43,733-square-foot, four-story affordable housing project with 29 dwelling units and a first floor parking garage for 40 vehicles. The unit mix for this development would include 20 one-bedroom units and nine three-bedroom units. The project site is a 21,437-square-foot site with a primary street frontage along Harding Avenue.

The Project would be developed under the requirements of California Government Code Section 65915, et al (State Density Bonus Law) by providing an increase in density above the maximum permitted density in the R-3 zone to facilitate the proposed number of affordable dwelling units. In addition to providing 100 percent of the dwelling units for rent by low-income households at 80 percent of the Los Angeles County's area median income, state density bonus law allows the applicant to request up to three concessions relating to the city's development standards for multifamily housing. The applicant's request for three concessions include an increase in lot coverage, a reduction in required common area, and a reduction the required open space. The project would also utilize the state density bonus law's mandated parking ratios that are applicable to similarly developed affordable housing projects.

The Project would require a general plan map amendment and zone change for the properties located at 1501 and 1529 First Street and 112 Harding Avenue to amend the current land use designation from Industrial (IND) to High-Density Residential (HDR) and rezone these properties from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone. The proposed general plan map amendment and zoning change would facilitate the development of the neighboring multifamily affordable housing projects at 1501 and 1529 First Street and 112, 116, and 124 Harding Avenue.

- 2. On February 1, 2012, staff met with the applicant and provided comments on the site plan review application and the set of submitted plans for the project. The staff comments pertained to items regarding vehicular access, architectural design the buildings, and clarifications on other development standards and submittal requirements.
- 3. On February 6, 2012, the applicant submitted a lot line adjustment application to adjust the legal property lines of 1501 and 1529 First Street (APN's: 2520-011-006, 041, and 043) to facilitate the proposed affordable housing project.
- 4. On February 9, 2012, the applicant submitted a general plan map amendment and zone change application to request that 1501 and 1529 First Street and 112 Harding Avenue be converted from an industrial land use to allow high density residential land uses. Additionally, the request includes rezoning of these properties from the M-1 (Limited Industrial) zone to the R-3 (Multiple-Family) zone.
- 5. On February 24, 2012, 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 affordable housing 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 are provided as "Attachment 7" to this report.
- 6. On February 24, 2012, 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 all property owners within 500 feet of the each of the Project sites. Also, on February 25, 2012, 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 Saturday, February 25, 2012 and will end on Thursday, March 15, 2012. 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 their review of the Project's requested general plan map amendment, zone change, and site plan review applications.

BACKGROUND:

1. **Zoning and General Plan Designation.** Phase 1 of the Project is comprised of three lots located 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042). These properties are currently located within the city's M-1 (Limited Industrial) zone and have an Industrial (IND) land use designation in the General Plan.

Phase 2 of the project is comprised of three lots located at 112, 116, and 124 Harding Avenue (APN's: 2520-017-002, 003, 004). The properties located at 116 and 124 Harding Avenue are located within the city's R-3 (Multiple-Family) zone and have a High Density Residential land use designation in the General Plan. The property located at 112 Harding Avenue is located within the M-1 (Limited Industrial) zone and has an Industrial (IND) land use designation in the General Plan.

2. Location and Site Description. With the completion of the proposed lot line adjustment, Phase 1 of the Project at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) would be an approximately 79,286-square-foot site located north of the existing industrial zoned properties on First Street. This site would be located between First Street and Second Street with street frontages on Harding Avenue and Fermoore Street. The site is surrounded by residential land uses within the R-3 (Multiple Family) zone to the north and east and by industrial land uses within the M-1 (Limited Industrial) and M-2 (Light Industrial) zone along First Street to the south and west.

Phase 2 of the Project at 112, 116, and 124 Harding Avenue (APN's: 2520-017-002, 003, 004) is an approximately 21,437-square-foot site. The site is located along the 100 block of Harding Avenue, across the street from Phase 1 of the Project, and is surrounded by residential land uses within the R-3 zone to the north an east, industrial land uses within the M-1 and M-2 zone to the west, and Specific Plan No. 2 to the south. Each of the project sites are currently vacant and will be improved with the construction of the project and through upgraded utilities.

3. 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 affordable housing project at 1501 and 1521 Harding Avenue and 112, 116, 124 Harding Avenue will not have a significant adverse impact on the environment with the implementation of specific mitigation measures and therefore intends to 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 "Attachment 7" 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 City Council for their consideration of the Project.

4. <u>Legal Notification.</u> On February 25, 2012, a Notice of Public Hearing and Notice of Intent to Adopt a Mitigated Negative Declaration was mailed to all property owners within 500 feet of the project sites at 1501 and 1529 First Street and 112, 116, and 124 Harding Avenue. 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 are also available for public review at each of these posting sites. Also, the notice was published in the Saturday, February 25, 2012, legal advertisement section of the online and print editions of the *Los Angeles Daily News*.

As required by CEQA, the 20-day public review and comment period for the Initial Study and Draft Mitigated Negative Declaration is from Saturday, February 25, 2012 to Thursday, March 15, 2012. As of the writing of this report, two public comments have been submitted to the Community Development Department regarding concerns over the proposed Project. Staff will respond to all comments received at the close of the required comment period on March 15, 2012, before the City Council consideration of the Project on March 19, 2012. All comments received at the time that this report was completed are included as "Attachment 8" of this report.

Subsequent to Planning and Preservation Commission consideration of the Project, a second Notice of Public Hearing will be mailed out to all property owners within 500 feet of the Project at least 10 days prior to the City Council's consideration of the Project at their regularly scheduled meeting on Monday, March 19, 2012.

ANALYSIS:

1. <u>Lot Line Adjustment.</u> A lot line adjustment is an administrative process (approved at staff level) that allows land to be transferred from one parcel and added to an adjoining parcel or parcels, as long as no new parcels are created. Pursuant to the Subdivision Map Act requirements in California Government Code Section 66412(d) and City Code Section 78-37(3), a lot line adjustment can occur administratively among four or fewer parcels.

In order to facilitate the development of the proposed affordable housing project on Phase 1 of the Project site ("Fermoore Apartments"), a lot line adjustment would be necessary for the properties located at 1501, 1529, and 1601 First Street (APN's: 2520-011-006, 041, and 043). The table included below summarizes the changes in lot size for the properties that are a part of the lot line adjustment. Additionally, the map showing the existing lot configurations and the lot line adjustment exhibits are provided as Attachments 9 and 10 of this report.

Property	Parcel No.	Existing Lot Size	Proposed Lot Size	<u>Change</u>
1501 First Street	2520-011-041	43,181 Sq. Ft.	31,266 Sq. Ft.	– 11,915 Sq. Ft.
1529 First Street	2520-011-043	34,253 Sq. Ft.	39,642 Sq. Ft.	+ 5,389 Sq. Ft.
1601 First Street	2520-011-006	6,797 Sq. Ft.	13,322 Sq. Ft.	+ 6,525 Sq. Ft.

As proposed, an 11,915-square-foot portion of 1501 First Street ("Lot 41") would be transferred to 1529 First Street ("Lot 43") to relocate its primary street frontage from First Street to Harding Avenue. Subsequently, a 6,661-square-foot portion of 1529 First Street that maintains a frontage to First Street will be transferred to 1601 First Street ("Lot 6") to increase its lot width from 50 feet to 100 feet. In all, the proposed adjustments would result in a 31,266-square-foot lot for 1501 First Street, a 39,642-square-foot lot for 1529 First Street, and a 13,322-square-foot lot for 1601 First Street. The adjusted lot sizes that would result from the proposed lot line adjustment are approximate figures. The size of the lots and the revised legal descriptions would be further refined by staff to comply with all applicable development standards and requirements.

2. <u>General Plan Map Amendment.</u> The proposed affordable housing project would necessitate changes to the city's general plan land use map to facilitate the Project's development.

With the completion of the proposed lot line adjustment, Phase 1 of the Project (Fermoore St. Apartments) would be a 79,286-square-foot site that is comprised of three parcels of land located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042). These parcels currently have an Industrial (IND) designation in the general plan land use map and allow for industrially-oriented uses within the M-1 (Limited Industrial) zone. The applicant's request, through the submittal of a general plan amendment map and zone change application, is to amend the general plan land use map to change the land use designation of these parcels from Industrial (IND) to High Density Residential (HDR). Along with the land use change, the applicant is also requesting that the current zoning for the property be changed from the M-1 (Limited Industrial) zone to the R-3 (Multiple-Family) zone.

Phase 2 of Project (Harding Ave. Apartments) is a 21,437-square-foot site comprised of three parcels of land located at 112, 116, and 124 Harding Avenue (APN's: 2520-017-002, 003, and 004). Similar to Phase 1, this site would also require changes to the general plan land use map to facilitate the development of affordable housing. Currently, 116 and 124 Harding Avenue maintain a HDR designation in the general plan land use map and will not need to be amended. The parcel that comprises the site at 112 Harding Avenue currently has an Industrial (IND) designation in the general plan land use map and allows for industrially-oriented uses within the M-1 (Limited Industrial) zone. To facilitate the Phase 2 development of the Project, the applicant is requesting to amend the general plan land use map to change the land use designation of this single parcel from Industrial (IND) to High Density Residential (HDR). Along with the land use change, the applicant is also requesting that the current zoning for the property be changed from the M-1 (Limited

Industrial) zone to the R-3 (Multiple-Family) zone, to match the existing land use and zoning on 116 and 124 Harding Avenue.

Several factors warrant the approval of the requested general plan amendment to facilitate development of vacant and underutilized land with affordable housing that would be accessible to a segment of the population that is considered to be underserved. As proposed, a total of 113 dwelling units would be developed on the aforementioned neighboring sites (Phase 1 and 2). It is staff's assessment that the proposed general plan amendment warrants approval based on the factors presented below:

a. <u>Compliance with Long Term Regional Planning Programs.</u> 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 First Street corridor has been identified as an 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.

The proposed affordable housing project would be developed on vacant, underutilized land that is located less than a half mile from a transit station. Additionally, the site is

located approximately a quarter mile from a trolley stop located on First Street and North Maclay Avenue. The location of the Project and its close proximity to public transportation and the city's downtown make the site ideal for an affordable housing development. Also, the applicant has proposed that all of the 113 dwelling units of the Project would be made available for rent by eligible households whose income is 80 percent of the Los Angeles County's area median income ("AMI"). The proposed improvements to the site would integrate well with the surrounding residential neighborhood that is developed with a mix of single-family and multifamily residences.

The requested general plan map amendment for the proposed Project 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 <u>sustainability</u> 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. <u>Compliance with State Mandated Housing Programs.</u> 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 Housing Element, Program No. 9, Pg. V-13 to V-14.) 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 2008 through 2014 is 251 new units. This allocation of required units are distributed among the following four income categories included in the table below:

Regional Housing Needs Assessment (RHNA) Figures: 2008 – 2014		
Very low-income units	62 Units	
Low-income units	38 Units	
Moderate-income units	42 Units	
Above Moderate-income units	109 units	

(City of San Fernando 2008-2014 Housing Element, Table II-28, Pg. II-43.)

The proposed Project would consist of the construction of a total of 113 units of affordable housing on neighboring sites along the 100 block of Harding Avenue. The unit mix of the development would consist of a total of 78 one-bedroom and 35 three-bedroom units for rent by eligible low-income households who are at 80 percent of the County's area median income (AMI). In addition, the applicant will be providing 100 percent of the proposed dwelling units for rent by low income individuals and families, exceeding the state's requirement of 30 percent pursuant to Government Code Section 65915(d)(2)(c). Approval of the requested amendment to city's general plan land use map to change the land use designation for the properties at 1501 and 1529 First Street and 112 Harding Avenue from Industrial (IND) to High Density Residential (HDR) would facilitate the development of much needed affordable housing for 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 (as required by state density bonus law) is for the units to be maintained affordable for a period of no less than 30 years. The state required condition ensures the long term availability of affordable housing for low income residents within the city.

c. Compliance with General Plan Goals and Objectives. As referred to in the previous sub-sections, the requested amendment to the city's general plan land use map would change the current land use designation for 1501 and 1529 First Street and 112 Harding Avenue (APN's: 2520-011-038, 041, 042 and 2520-017-002) from Industrial (IND) to High Density Residential (HDR). Currently, each of the Project sites (Phase 1 and 2) abut land designated for high density residential development to the north and

The requested amendment would make use of vacant, underutilized industrial land that currently abuts residential land uses fronting Second Street, Harding Avenue, and Harps Street. The proposed affordable housing Project would result in significant physical improvements to the project site and adjacent public right-of-ways, eliminating any physical blight associated with the current condition of the subject properties. Approval of the proposed general plan amendment 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 R-3 zone within walking distance of a major transit center 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)

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:
- ✓ Providing adequate housing sites to facilitate the development of a range of residential development types in San Fernando that fulfill regional housing needs;
- ✓ Providing affordable housing opportunities for San Fernando's lower income population;
- ✓ Utilizing zoning tools, including state density bonus law, to provide affordable unity 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. (San Fernando General Plan Housing Element Goals 2.0, Policies 2.1, 2.3, 2.5, 2.7, 2.10, Pg. V-11)

It is staff's assessment that the proposed building design and site improvements are consistent with the *San Fernando Multi-Family Residential Design Guidelines*. 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 proposed project would be a significant improvement to the existing underutilized and vacant lots by providing for the construction of new buildings that employ a high quality of architectural design and various on-site and off-site improvements. In addition, the proposed Project will

also have the potential to promote the revitalization of the First Street corridor and the residential area along Second Street and Harding Avenue.

3. **Zone Change.** As referenced in Section 2, in addition to the requested amendment to the city's general plan land use map, the proposed Project would also require a zone change for Phases 1 and 2 of the Project. The applicant has submitted a general plan map amendment and zone change application to rezone the properties located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) and 112 Harding Avenue (APN's: 2500-017-002). These lots are currently within the city's M-1 (Limited Industrial) zone and abut residential uses within the R-3 (Multiple Family) zone to the north and west, and industrial uses within the M-1 (Limited Industrial) zone to the south and east.

Pursuant to City Code Section 106-20, a zone map amendment (i.e., zone change) 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 provide a recommendation for approval to the City Council. Subsequent to a recommendation for approval by the Commission, the City Council shall review and approve the requested amendment only if the required findings of fact can be made. A negative determination on any single finding will uphold a denial.

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 amendment to the city's zoning map would change the current zoning of several parcels of land that comprise Phases 1 and 2 of the Fermoore St./Harding Ave. Apartment Project. As part of the Project, the properties located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) and 112 Harding Avenue (APN's: 2500-017-002) would be rezoned from their current zoning as M-1 (Limited Industrial) to R-3 (Multiple Family). The proposed rezoning would facilitate the development of 113 affordable housing units restricted for rent to eligible low income households within the city.

Properties that abut the Project to the north and west are R-3 (Multiple Family) zoned properties that have been developed with a variety of single-family dwellings and multifamily apartment buildings. The requested zone change would make use of

vacant, underutilized industrially zoned land that currently abuts R-3 zoned and residentially developed lots fronting Second Street, Harding Avenue, and Harps Street. The Project would comply with the goals and objectives of the General Plan Land Use Element, with the requested general plan map amendment, by retaining the small town character of San Fernando and maintaining an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6). The affordable housing Project would 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.

Additionally, 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 fare share of regional housing needs; providing affordable housing opportunities for San Fernando's lower income population; utilizing zoning tools, including density bonus, 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. (San Fernando General Plan Housing Element Goals 2.0, Policies 2.1, 2.3, 2.5, 2.7, 2.10, Pg. V-11). 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 vacant, underutilized industrially zoned land to be adaptively reused for the development of affordable housing available to low income households within the city. As part of the Project, the properties located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) and 112 Harding Avenue (APN's: 2500-017-002) would be rezoned from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone. The Project 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 physical improvements that will be made as part of the Project include repair and replacement of the existing sidewalks that abut each site, the installation of wheelchair assessable ramps on the corners of Harding Avenue and Fermoore Street, the construction of tree wells along the adjacent sidewalks, and the planting of street trees along the adjacent public right-of-ways. In addition, the proposed Project will also have the potential to promote the revitalization of the First Street corridor and the residential area along Second Street and Harding Avenue. 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. Therefore, 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.

4. **Proposed Affordable Housing Project.** Sections 2 and 3 above provided discussion on the requested general plan land use map amendment and zone change for several of the parcels that comprise Phase 1 and Phase 2 of the Project site. If the requested amendments to the general plan land use map and zoning map are approved and adopted the applicant would proceed with the lot line adjustment as described in Section 1 to facilitate the development of the proposed affordable housing project.

The Project would consist of the development of two neighboring multifamily residential apartments (Phases 1 and 2) consisting of a total of 113 units. The Project would be built using the development standards that are applicable to the residentially zoned property within the R-3 (Multiple-Family) zone, as well as all applicable requirements of the state's density bonus law pursuant to Government Code Section 65915, et al.

Phase 1 of the Project, the "Fermoore Apartments," at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042), consists of the development of a 121,051-square-foot, four-story affordable housing project with 84 dwelling units and a first floor parking garage for 112 vehicles. The unit mix for this development would include 58 one-bedroom units and 26 three-bedroom units. The site would be developed with dual frontages along Fermoore Street and Harding Avenue, maintaining a required 20-foot front setback on each side. The primary pedestrian entry into the building would be from Fermoore Street. A first floor lobby along this street would lead up to the apartment units on the upper floors. Additionally, the first-floor parking garage would be accessed by a 28-foot driveway/fire lane would be provided along the southerly portion of the lot for two-way vehicular access to the site from driveways on Fermoore Street and Harding Avenue. The building would be constructed at a maximum height of 45 feet, as permitted in the R-3 zone. The site would also be improved with approximately 18,342 square feet of landscaping on the ground floor and 6,989 square feet of landscaping the on second floor of the building.

Phase 2 of the Project, the "Harding Apartments," at 112, 116, and 124 Harding Avenue (APN's: 2520-017-002, 003, and 004), consists of the development of a 43,733-square-foot, four-story affordable housing project with 29 dwelling units and a first floor parking garage for 40 vehicles. The unit mix for this development would include 20 one-bedroom units and nine three-bedroom units. The site would have pedestrian and vehicular access along Harding Avenue. Pedestrian access would be made from a first-floor lobby leading up to the apartment units on the upper floors. Vehicular access would be made from a 24-foot wide driveway facing Harding Avenue that leads into the first-floor parking garage. The building would maintain all required building setbacks by providing a 20-foot front setback, five-foot side setbacks, and a 15-foot rear setback. Similar to Phase 1, this building would be constructed at a maximum height of 45 feet, as permitted in the R-3 zone. The

site would also be improved with approximately 6,463 square feet of landscaping on the ground floor and 3,468 square feet of landscaping the on second floor of the building.

Subsequent to approval of the proposed general plan map amendment and zone change to R-3 zoning, the proposed affordable housing Project to be built on each site would be a development that is permitted by right using the required development standards provided by Government Code Section 65915, et al (State Density Bonus Law). The state's density bonus law allows developers of affordable housing projects to apply state mandated parking ratios. Additionally, by providing a minimum of 30 percent of the units for rental by eligible low income households who earn 80 percent of the Los Angeles County's area median income (low income) or less, state density bonus law allows a developer to request three concessions or development standard modifications to assist in facilitating and removing barriers for providing much needed high-quality affordable housing in California. The following subsections detail key points of the Project, including density, affordability, parking, requested concessions, infrastructure impacts, and traffic impacts.

a) <u>Density Bonus.</u> Pursuant to Government Code Section 65915(f)(1), an applicant may request a density bonus of up 35 percent over the maximum density permitted by city code if a minimum of 20 percent of the units are designated for rental to low income individuals and families whose household income is 80 percent of the County's area median income or less. As part of the Project, the applicant is requesting a density bonus for each of the sites (Phases 1 and 2).

Phase 1 of the Project would be developed with 84 units, consisting of 58 one-bedroom units and 26 three-bedroom units. Once the lot line adjustment is completed, the development would result in an approximately 79,286-square-foot site with street frontages on Fermoore Street and Harding Avenue. Pursuant to City Code Section 106-425, one dwelling unit is permitted for every 1,013 square feet of lot area (1 unit/1,013 square feet) in the R-3 zone. If the requested zone change is approved, the city's development standards would allow a total of 78 units on the Phase 1 site of the Project. In addition, the developer is seeking to apply the state's density bonus law requirements in order to increase the density of this site by six (6) units, or by 7.69 percent over the maximum allowed density.

Phase 2 of the Project would be developed with 29 units, consisting of 20 one-bedroom units and nine three-bedroom units. The development includes an approximately 21,437-square-foot site with its street frontage on Harding Avenue. On this site, the city's R-3 zone development standards would allow a total of 21 units. By applying the state density bonus requirements, the applicant is seeking to increase the density of this site by eight (8) units, or by 38.09 percent over the maximum allowed density. In this instance, the number of units that would be permitted using a 35 percent increase density resulted in an increase of 7.35 units. Pursuant to Government Code Section 65915(f)(5), all density calculations resulting in fractional units shall be rounded up to the next whole number, resulting in the eight proposed additional units.

Affordability. Pursuant to Government Code Section 65915(f)(1), an applicant requesting a density bonus of up to 35 percent is required to provide a minimum of 20 percent of the units for rental to low income individuals and families whose household income is less than or equal to 80 percent of the County's area median income. As required, Phase 1 of the Project would be mandated to designate a minimum of 16 units for low income renters. Similarly, Phase 2 of the Project would be required to designate five of the units for low income renters. However, the applicant has submitted a letter noting that each of the proposed 113 units on Phases 1 and 2 of the project site will provide for 100 percent affordability to low income individuals and families whose household income is 80 percent of the County's area median income or less. Therefore, the applicant will be exceeding state affordability requirements for the minimum number of designated low income housing units. As result, the project would provide much needed affordable housing units in the city that help increase housing opportunities for an underserved economic segment of the community.

Also, pursuant to Government Code Section 65915(c)(1), an applicant requesting a density bonus is required to maintain the continued affordability of all low income units for a period of 30 years. By maintaining long term affordability of these units, the city would also be able to apply these units to the city's fair share of affordable housing. These new units of affordable housing would help the city get closer to achieving its fair share allocation of the Regional Housing Needs Assessment (RHNA) numbers, as required by state law.

c) <u>Parking.</u> Pursuant to Government Code Section 65915(p)(1)(A and B), an applicant may request to build an affordable housing project using the parking ratios mandated by the state, in lieu of the city's parking standards. The state parking ratios allow for an affordable project to provide one (1) parking space for every zero to one bedroom unit and two (2) parking spaces for every two to three bedroom unit. These parking ratios are inclusive of handicap and guest parking.

Phase 1 of the Project would provide a total of 112 parking spaces within a first-floor garage that is accessible from Fermoore Street and Harding Avenue. This development would include a total of 58 one-bedroom units and 26 three-bedroom units. Using the state's mandated parking ratio, the Fermoore Apartments would be required to provide 110 parking spaces, resulting in a surplus of two additional parking spaces. Within the parking garage, a total of 50 parking spaces will be provided in tandem configuration and will be specifically assigned to residents of the three-bedroom units. As part of the state's parking standards, tandem parking is permitted.

Phase 2 of the Project would provide a total of 40 parking spaces within a first-floor garage that is accessible from Harding Avenue. This development would include a total of 20 one-bedroom units and nine three-bedroom units. Using the state's mandated parking ratio, the Harding Apartments would be required to provide 38 parking spaces, resulting in a surplus of two additional parking spaces. Within the

parking garage, a total of 18 parking spaces will be provided in tandem configuration and will be specifically assigned to residents of the three-bedroom units.

The city's parking standards, pursuant to City Code Section 106-822(a)(3)(a and c) require a multi-family development to provide 1.5 parking spaces for every zero to one bedroom unit and 2.5 parking spaces for every two to three bedroom unit. Additionally, two-tenths (0.2) of a parking space shall be provided as guest parking for each dwelling unit of a multifamily development. As applied to Phase 1 of the Project, the development would require a total of 169 parking spaces, an increase of 59 parking spaces over what is mandated by state law for an affordable housing project. Phase 2 of the Project would require a total of 59 parking spaces, an increase of 21 parking spaces over what is mandated by state law.

It is staff's assessment that the proposed project can be developed with the proposed number of on-site parking spaces as mandated by state law, which allow for one parking space for every zero to one bedroom unit and two parking spaces for every two to three bedroom unit. On-street public parking facilities in the immediate vicinity of the project along Harding Avenue and Fermoore Street can accommodate the parking associated with future guests. In addition, the Urban Land Institute, a nonprofit education and research institute that focuses on the responsible use of land, notes that "although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household." (National Multi Housing Council, "Tabulations of 1999 American Housing Survey" as cited in the Urban Land Institute's Higher-Density Development: Myth and Fact; website: http://www.uli.org.) Furthermore, upfront acknowledgement by the property owner/landlord to prospective renters of the availability of designated parking per residential unit will deter residents that are seeking multiple on-site parking spaces per unit.

d) Concessions. Pursuant to Government Code Section 65915(d)(2)(C), an applicant may request, and a city must grant, up to three concessions for a project that includes at least 30 percent of the total units for lower income households. The applicant has submitted a letter noting that each of the proposed 113 units on Phases 1 and 2 of the project site will designate for rent to low income households whose household income is less than or equal to 80 percent of the County area median income. Therefore, the applicant will be exceeding state affordability requirements in order to provide much needed affordable housing in the community to a segment of the population that is considered to be underserved in the city's housing market.

In order to facilitate the development of the affordable housing project, the applicant will be requesting three concessions to deviate from three development standards that applicable to multifamily building in the R-3 for Phases 1 and 2 of the Project. The requested concessions include an increase in lot coverage, a reduction in the required common area, and a reduction of usable open space for each unit. Each concession is summarized below.

Phase 1 of the Project consists of the development of a four-story, 121,051-square-foot building on a 79,286-square-foot site. The first-floor of the proposed building is the floor that would provide the greatest lot coverage, covering an area of 43,636 square feet. As such, this concession would allow for the Phase 1 site to be developed with lot coverage of 55 percent, an increase of 15 percent above the city's R-3 development standard.

Similarly, Phase 2 of the Project consists of the development of a four-story, 43,733-square-foot building on a 21,437-square-foot site. The first-floor of the proposed building is the floor that would provide the greatest lot coverage, covering an area of 14,438 square feet. As such, concession would allow for the Phase 2 site to be developed with lot coverage of 67 percent, an increase of 27 percent above the city's R-3 development standard.

II. <u>Common Area.</u> The second concession for the Project is reduction in the required common area for Phases 1 and 2. Pursuant to City Code Section 106-967(2), each lot developed with more than four units shall provide a common area of 100 square feet per unit.

Phase 1 of the Project will provide a 1,600-square-foot community room on the second-floor of the building and an approximate 2,800 square foot community garden for use by the apartment's tenants. The city's development standards would require this site to provide a total of 8,400 square feet of common area. As such, the applicant is requesting a concession to reduce the common area requirement by 2,400 square feet.

Similarly, Phase 2 of the Project will provide a 1,100-square-foot community room on the second-floor of the building. The city's development standards would require this site to provide a total of 2,900 square feet of common area. As such, the applicant is requesting a concession to reduce the common area requirement by 1,800 square feet.

III. <u>Usable Open Space</u>. The third concession for the Project is reduction in the required usable open space requirement for Phases 1 and 2. Pursuant to City Code Section 106-967(14), the each lot developed with more than four units shall provide 150 square feet of open space per unit.

The city's development standards would require that Phase 1 of the Project provide 12,600 square feet of open space on-site. Similarly, Phase 2 of the Project would be required to provide 4,350 square feet of open space. The

applicant's final request is that the project be developed without providing any on-site open space. In lieu of on-site open space, the neighboring park on Fermoore Avenue, Layne Park, would be used for outdoor recreational activities and recreational open space.

e) <u>Traffic.</u> The proposed affordable housing development on Phases 1 and 2 of the Project site are not expected to adversely impact existing traffic patterns along Harding Avenue, Fermoore Street, First Street, or Second Street and the surrounding neighborhood. 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 752 trips during an average weekday. A "trip" represents a single trip to or from the destination and a single round trip represents two trip ends. Of this total, 58 trips are anticipated to occur during the morning (AM) peak hour and 70 trips are expected to occur during evening (PM) peak hour.

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. However, as a mitigation measure for the project, the applicant will be required to prepare a traffic report that evaluates the traffic patterns on existing roadways. The analysis would help determine if any additional stop signs at nearby intersections will be needed or if the timing on the existing traffic signal at the intersection of First Street and Harding Avenue will need to be modified. Additionally, the report will also determine if a left turn arrow may be needed on the existing signal for vehicle turning eastbound onto First Street from Harding Avenue.

f) <u>Design.</u> The *San Fernando Multi-Family Residential Design Guidelines* seek to improve the level of design quality by focusing on important design principles. At the project level, these design standards and guidelines are meant to encourage projects (e.g., additions, remodels, and new multi-family residential structures) that accommodate their users' needs while contributing to an attractive environment and project that fits harmoniously within its surroundings.

The proposed construction of the Fermoore St. Apartments (Phase 1) and the Harding Ave. Apartments (Phase 2) would significantly improve the current condition of the Project sites. Development of the vacant Project sites would abate any public nuisances and eliminate blight related to vacant lots on the subject site and therefore, improve the physical appearance of the property and the surrounding neighborhood.

The design of the each of the multifamily residential structures proposed for Phase 1 and Phase 2 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 surrounding residential structures. 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, faux balconies with metal railings, functional interior courtyards and patios, well-defined pedestrian and vehicular entryways, and on-site and off-site landscape amenities. Furthermore, all design elements are repeated throughout each building's interior and exterior facades, creating an overall design that is visually appealing.

The set of plans ("Attachments 12 and 13") submitted for review for Phases 1 and 2 of the Project will be further refined by staff in order to incorporate additional architectural detail into the building and further improve the overall design to ensure neighborhood compatibility.

5. <u>Lot Merger.</u> As part of the proposal, Phase 1 of the Project at 1501 and 1529 First Street (APN's: 2520-011-038, and 041, and 042) would be consolidated to form one legal lot of record. Similarly, Phase 2 of the project at 112, 116, and 124 Harding Avenue (APN: 2520-017-002, 003, and 004) would also 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 affordable housing project.

CONCLUSION:

In light of the forgoing analysis, it is staff's assessment that approval of the general plan amendment and zone change is warranted. Approval of the project would allow development of 113 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.

Furthermore, the redevelopment of the project site would also enhance the quality of existing neighborhoods and health of residents through the elimination of property maintenance issues that arise from vacant and underutilized property and contribute to the physical blight within the project area.

Based on the above findings, staff recommends that the Planning and Preservation Commission recommend approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan

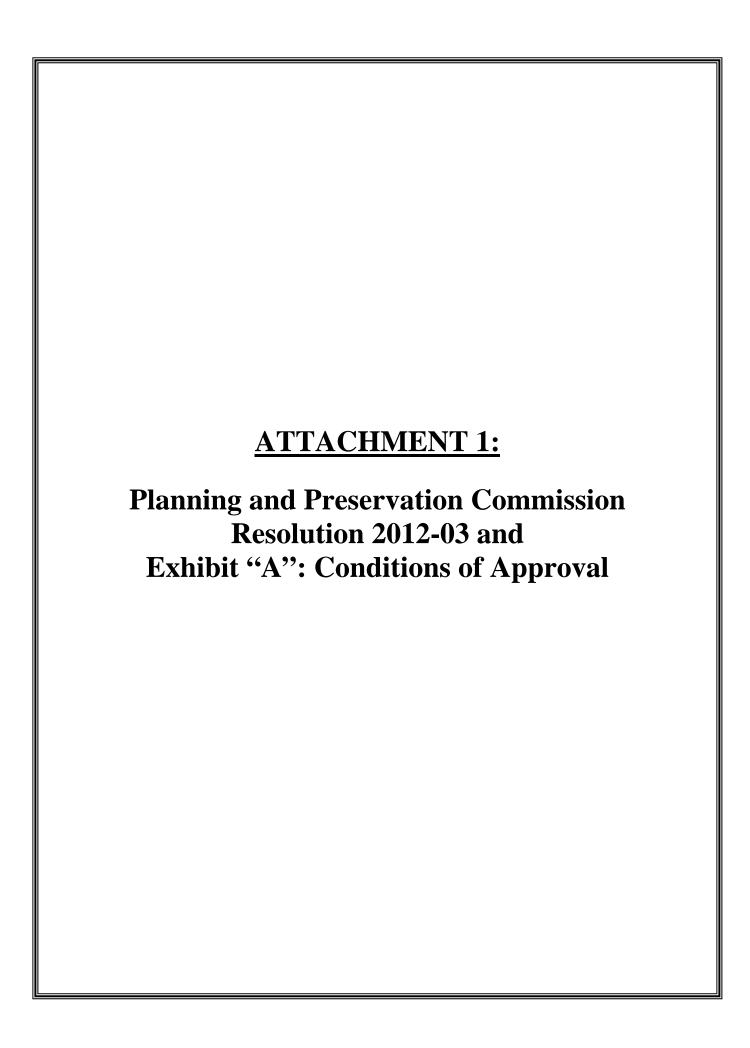
March 6, 2012

GPA 2012-01, ZC 2012-01, LLA 2012-01, SPR 2012-01, Initial Study & Mitigated Negative Declaration 1501, 1529, 1601 First Street and 112, 116, and 124 Harding Avenue Page 20

Review 2012-01 and adoption of the Initial Study and Mitigated Negative Declaration for the project to the City Council, pursuant to Planning and Preservation Commission Resolution 2012-03 and the conditions of approval attached as Exhibit "A" to the resolution ("Attachment 1").

ATTACHMENTS (12):

- 1. Resolution 2012-03 and Exhibit A: Conditions of Approval
- 2. Vicinity Map
- 3. Existing Zoning and General Plan Land Use Map
- 4. Draft Amended Zoning and General Plan Land Use Map
- 5. Compass Blueprint Opportunity Areas
- 6. Letter from Aszkenazy Development, Inc.
- 7. Draft Initial Study and Mitigated Negative Declaration
- 8. Public Comment Letters Received as of March 2, 2012
- 9. Project Site Photos
- 10. Assessor's Parcel Map
- 11. Draft Lot Line Adjustment Plans
- 12. Phase 1 Site Plan and Elevations for Fermoore St. Apartments
- 13. Phase 2 Site Plan and Elevations for Harding Ave. Apartments



RESOLUTION NO. 2012-03

A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION OF THE CITY OF SAN FERNANDO RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT 2012-01, ZONE CHANGE 2012-01, AND SITE PLAN REVIEW 2012-01 AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR THE FERMOORE STREET/HARDING APARTMENTS AT 1501 AND 1529 FIRST STREET AND 112, 116, AND 124 HARDING AVENUE

WHEREAS, Aszkenazy Development, Inc. (c/o Ian Fitzsimmons), hereinafter referred to as "Applicant," has submitted an application for approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 to develop 113 units of affordable housing on two noncontiguous sites in the City of San Fernando referred to as the Fermoore Street Apartments at 1501 and 1529 First Street (Phase 1) and the Harding Avenue Apartments at 112, 116, and 124 Harding Avenue (Phase 2) on neighboring, henceforth referred to as the "Project";

WHEREAS, Phase 1 of the Project at 1501 and 1529 First Street would require an amendment of the general plan land use map and zoning map for parcels 2520-011-038, 2520-011-041, and 2520-011-042 to reclassify the existing land use designation of these parcels from Industrial (IND) to High Density Residential (HDR) and rezone these parcels from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone;

WHEREAS, Phase 2 of the Project at 112, 116, and 124 Harding Avenue would also require an amendment of the general plan land use map and zoning map for parcel 2520-017-002 to reclassify the existing land use designation of this parcel from Industrial (IND) to High Density Residential (HDR) and rezone this parcel from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone;

WHEREAS, General Plan Amendment 2012-01 and Zone Change 2012-01 would allow for the construction of Phases 1 and 2 of the Project as follows: a) Phase 1: The development of a four-story, 121,051-square-foot affordable housing project with 84 units on a 79,286-square-foot lot comprised of three contiguous parcels; b) Phase 2: The development of a four-story, 43,733-square-foot affordable housing project with 29 units on a 21,437-square-foot lot comprised of three contiguous parcels;

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 affordable housing 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 signification 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;

City of San Fernando Planning and Preservation Commission Resolution No. 2012-03 Page 2

WHEREAS, the Planning and Preservation Commission conducted a public hearing held on the proposed general plan land use map and zoning map amendments on March 6, 2012 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 to the City Council were memorialized in writing in the form of Planning and Preservation Commission Resolution 2012-03 on March 6, 2012;

NOW, THEREFORE, BE IT RESOLVED that the Planning and Preservation Commission finds as follows:

<u>SECTION 1:</u> The Planning Commission finds that all of the facts set forth in this Resolution are true and correct.

<u>SECTION 2:</u> On March 6, 2012, 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 Municipal Code Section 106-72 and in compliance with Government Code Sections 65090 and 65091, a notice of public hearing for the proposed general plan and zoning map amendments and the Project was advertised in the Los Angeles Daily News (a local paper of general circulation), ten (10) days prior to the schedule public hearing before the Planning and Preservation Commission.

SECTION 3: Based upon substantial evidence presented to the Planning and Preservation Commission during on March 6, 2012, 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 March 6, 2012.

<u>SECTION 4:</u> Based upon the evidence and all other applicable information presented, the Planning and Preservation Commission finds that the proposed amendment of the general plan land use map is appropriate for the following reasons:

A. Changing the General Plan Land Use Designation from "Industrial" to "High Density Residential" as proposed as part of the Project will facilitate the development of affordable housing in accordance with the goals and policies set forth in the City of San Fernando General Plan Housing Element.

B. Changing the land use designation within will not adversely impact or be detrimental to the IND (Industrial) or HDR (High Density Residential) land uses adjacent to the Project area.

<u>SECTION 5:</u> The Planning and Preservation Commission determined that the proposed zoning map amendment is based the findings of fact as discussed below:

• The proposed amendment is consistent with the objectives, policies, general land uses and programs of the City's general plan.

The requested amendment to the city's zoning map would change the current zoning of several parcels of land that comprise Phases 1 and 2 of the Fermoore St./Harding Ave. Apartment Project. As part of the Project, the properties located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) and 112 Harding Avenue (APN's: 2500-017-002) would be rezoned from their current zoning as M-1 (Limited Industrial) to R-3 (Multiple Family). The proposed rezoning would facilitate the development of 113 affordable housing units restricted for rent to eligible low income households within the city.

Properties that abut the Project to the north and west are R-3 (Multiple Family) zoned properties that have been developed with a variety of single-family dwellings and multifamily apartment buildings. The requested zone change would make use of vacant, underutilized industrially zoned land that currently abuts R-3 zoned and residentially developed lots fronting Second Street, Harding Avenue, and Harps Street. The Project would comply with the goals and objectives of the General Plan Land Use Element, with the requested general plan map amendment, by retaining the small town character of San Fernando and maintaining an identity that is distinct from surrounding communities. (San Fernando General Plan Land Use Element Goals I and III, Pg. IV-6). The affordable housing Project would 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.

Additionally, 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 fare share of regional housing needs; providing affordable housing opportunities for San Fernando's lower income population; utilizing zoning tools, including density bonus, 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. (San Fernando General Plan Housing Element Goals 2.0, Policies 2.1, 2.3, 2.5, 2.7, 2.10, Pg. V-11). 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 vacant, underutilized industrially zoned land to be adaptively reused for the development of affordable housing available to low income households within the city. As part of the Project, the properties located at 1501 and 1529 First Street (APN's: 2520-011-038, 041, and 042) and 112 Harding Avenue (APN's: 2500-017-002) would be

City of San Fernando Planning and Preservation Commission Resolution No. 2012-03 Page 4

rezoned from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone. The Project 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 physical improvements that will be made as part of the Project include repair and replacement of the existing sidewalks that abut each site, the installation of wheelchair assessable ramps on the corners of Harding Avenue and Fermoore Street, the construction of tree wells along the adjacent sidewalks, and the planting of street trees along the adjacent public right-of-ways. In addition, the proposed Project will also have the potential to promote the revitalization of the First Street corridor and the residential area along Second Street and Harding Avenue. 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. Therefore, 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 <u>can</u> be made.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby recommends approval of General Plan Amendment 2012-01, Zone Change 2012-01, and Site Plan Review 2012-01 and recommends adoption of the Initial Study and Mitigated Negative Declaration for the Project to the City Council, subject to the conditions of approval attached as Exhibit "A".

PASSED, APPROVED AND ADOPTED this 6th day of March 2012.

ATTEST:	JULIE CUELLAR, CHAIRPERSON
FRED RAMIREZ, SECRETARY TO THE AND PRESERVATION COMMISSION	PLANNING
STATE OF CALIFORNIA) COUNTY OF LOS ANGELES) ss CITY OF SAN FERNANDO)	

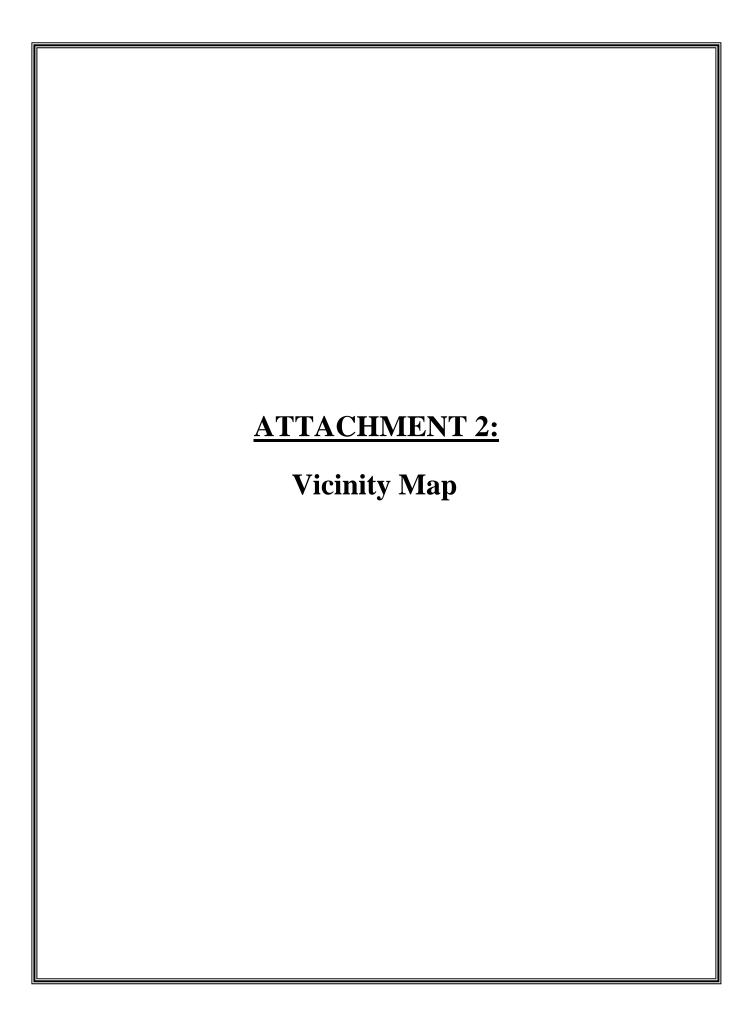
City of San Fernando Planning and Preservation Commission Resolution No. 2012-03 Page 5

Preservation Commission and	that the foregoing Resolution was duly adopted by the Planning and disigned by the Chairperson of said Planning and Preservation Commission lay of March 2012; and that the same was passed by the following vote, to
AYES:	
NOES:	
ABSENT:	
ABSTAIN:	
	FRED RAMIREZ, SECRETARY TO THE PLANNING AND PRESERVATION COMMISSION

I, FRED RAMIREZ, Secretary to the Planning and Preservation Commission of the City of San

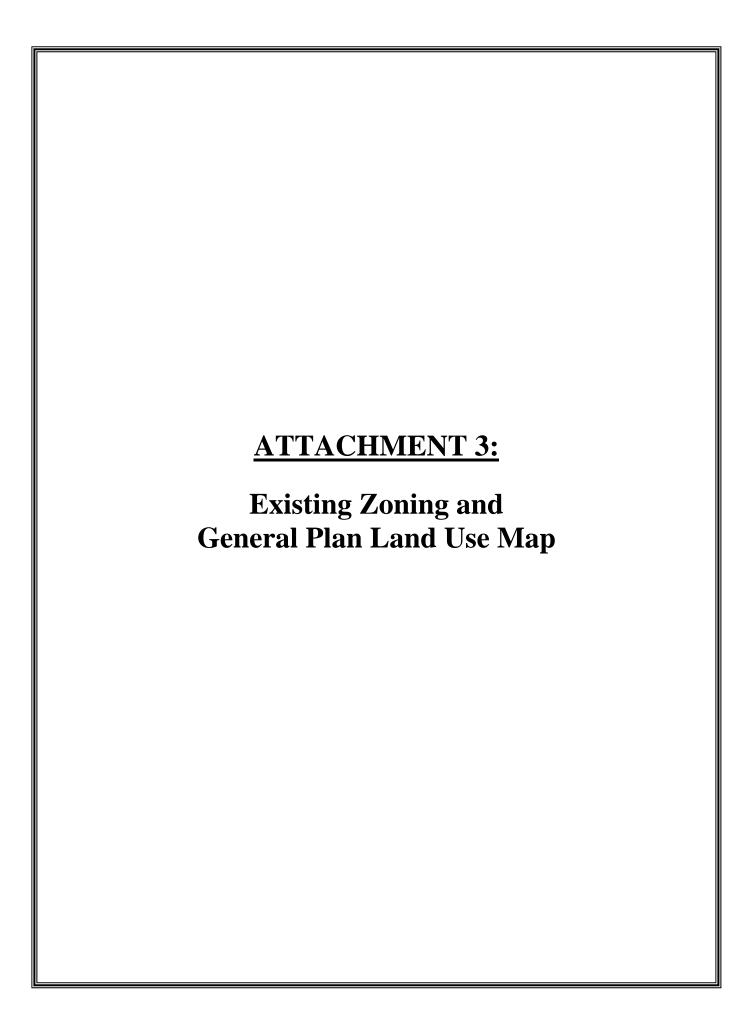
EXHIBIT "A"CONDITIONS OF APPROVAL

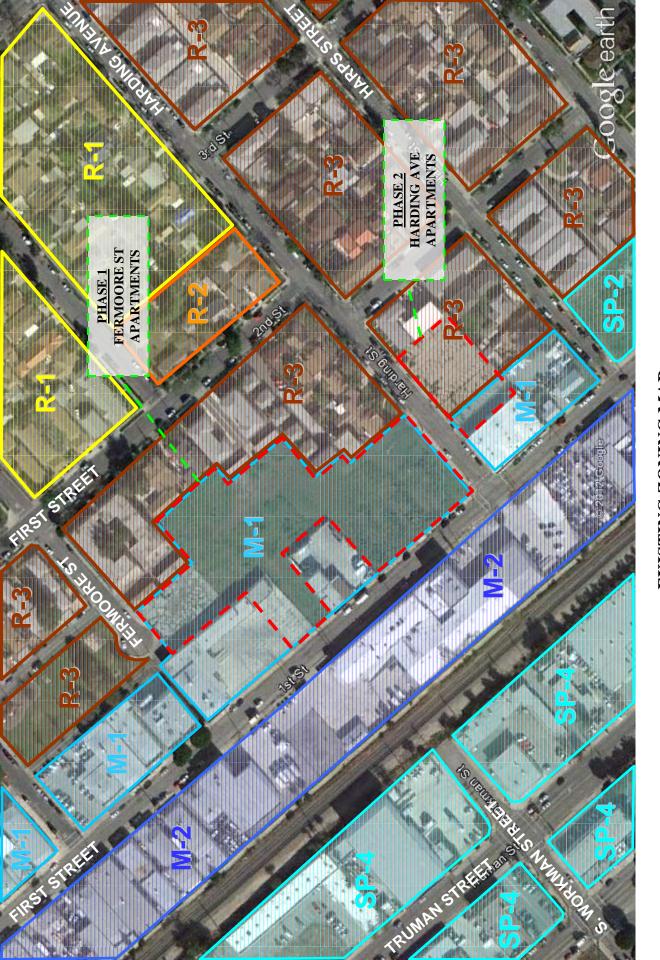




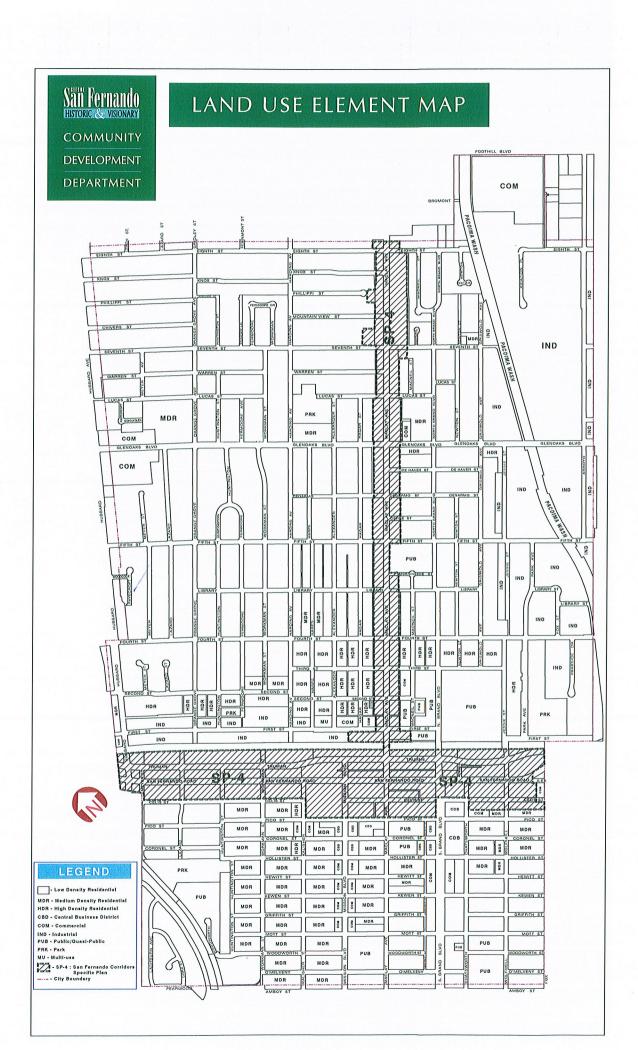


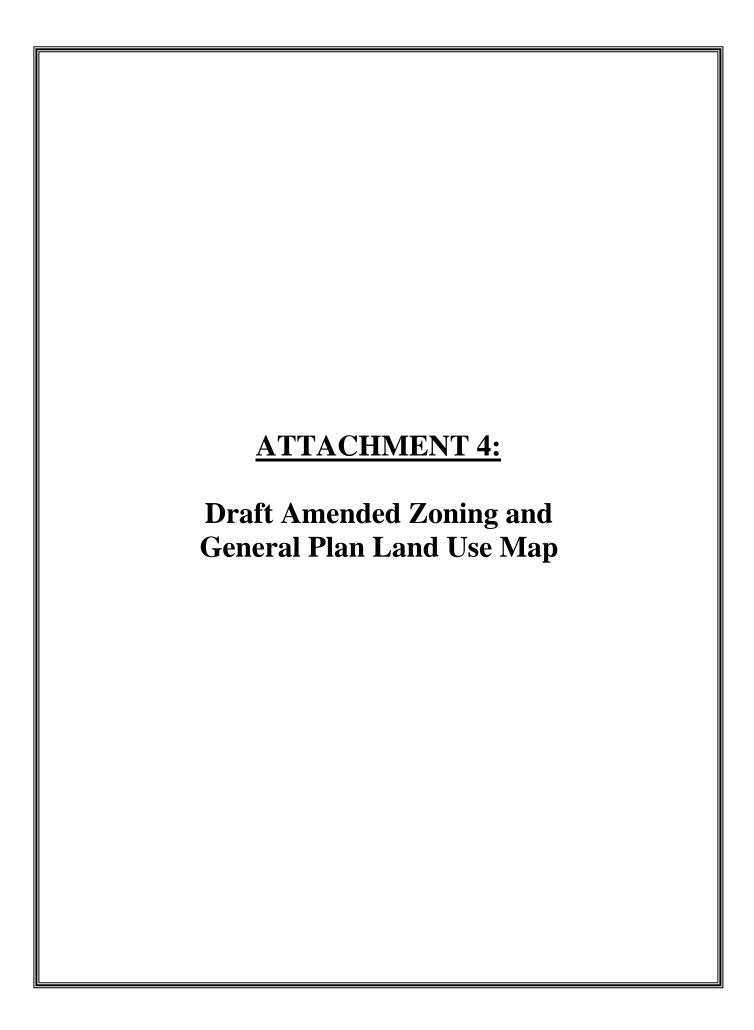
1501 AND 1529 FIRST STREET/112, 116, AND 124 HARDING AVENUE VICINITY MAP



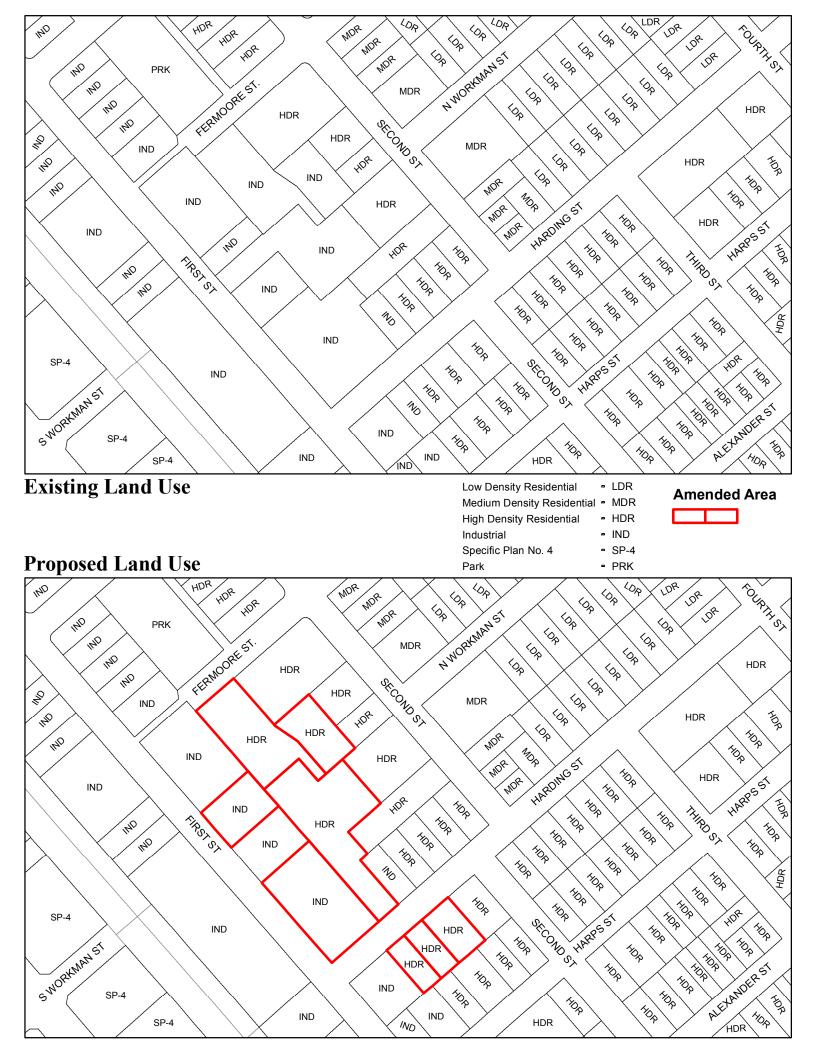


1501 AND 1529 FIRST STREET/112, 116, AND 124 HARDING AVENUE **EXISTING ZONING MAP**

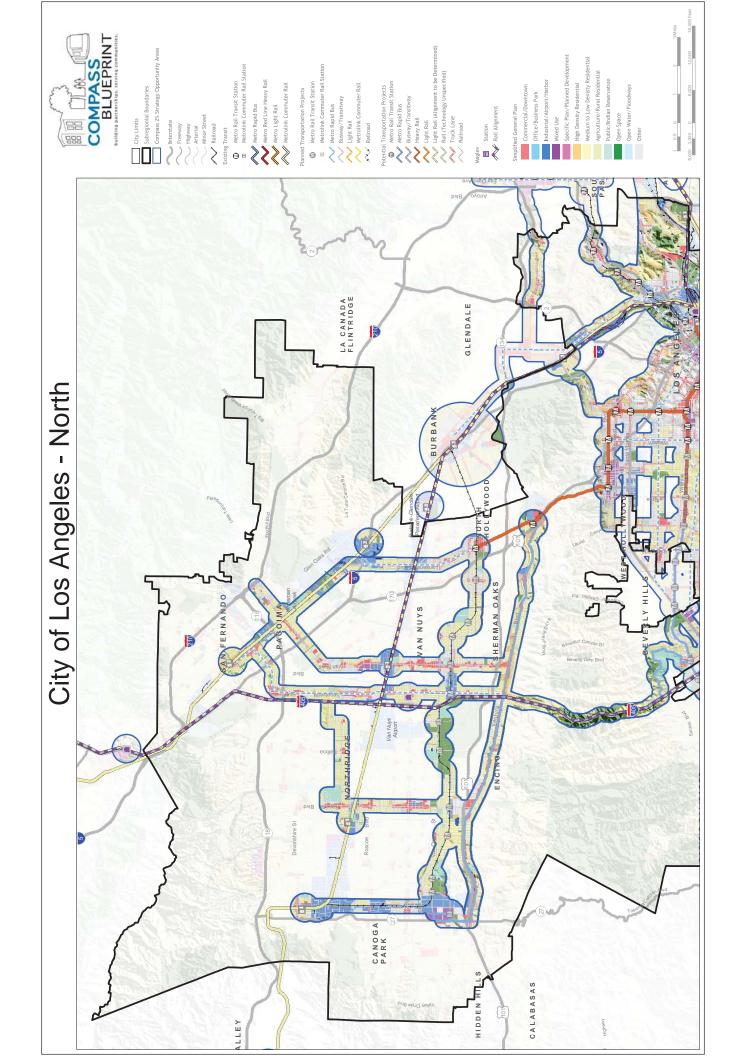


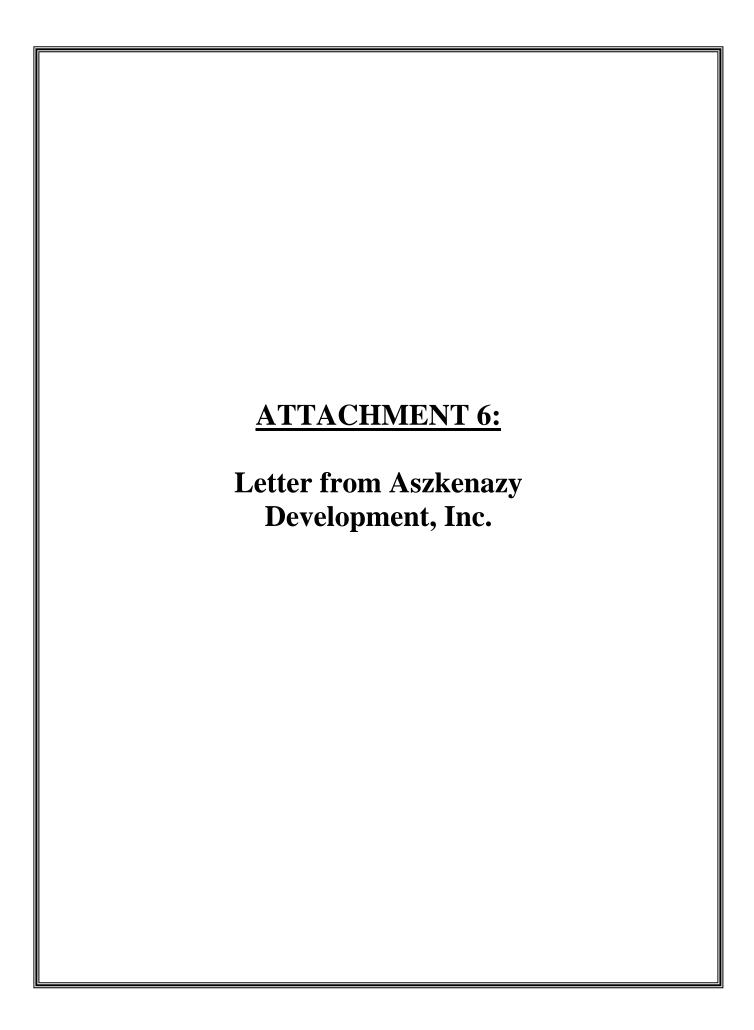






<u>NT 5:</u>		
<u>CHME</u>	rtunity	
ATTA		







RECEIVED
FEB 27 2012
BY: =A

Ian Fitzsimmons 601 S Brand Blvd. 3rd Floor San Fernando, CA 91340 February 6, 2012

Edgar Arroyo Assistant Planner City of San Fernando 117 Macneil Street San Fernando, CA 91340

Mr. Arroyo:

This letter is to formally provide a description of the Fermoore, Harding, Alexander apartment development. More specifically, the two phases of the project which is being reviewed under Site Plan Review 2012-01.

The **Fermoore Phase** will be phase 1 of the development. This phase is made up of APNs 2520-011-038, 2520-011-041 and 2520-011-042. The combined lots will be 79,286.22 square feet. Eighty-four (84) low income residential units are being proposed. Of the 84 units, fifty-eight (58) will be one 550sf bedroom units and twenty-six (26) will be 1,050sf three bedroom units. The R3 zoning currently being sought for the property allows for seventy-eight (78) residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional six (6) units under state statute as set forth under SB1818. Also under SB1818, Aszkenazy Development, Inc. will also seek three concessions per GC 65915(d)(2)(a-c) as well as the ability to apply State mandated parking ratios for affordable housing. The three concessions being sought are the ability to exceed lot coverage allowed in R3, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, the State of California requires the developer to provide a minimum of 30% of the by-right units at or below 80% AMI (area median income) which is twenty-four (24) units. Aszkenazy Development, Inc. will provide a 100% of the built units at or below 80% AMI.

These three lots will require a zone change from M1-Light Manufacturing to R3-Multiple Family. The phase will also necessitate lot line adjustments to three parcels APNs 2520-011-006, 2520-011-041, 2520-011-043.

Edgar Arroyo February 6, 2012 Page 2

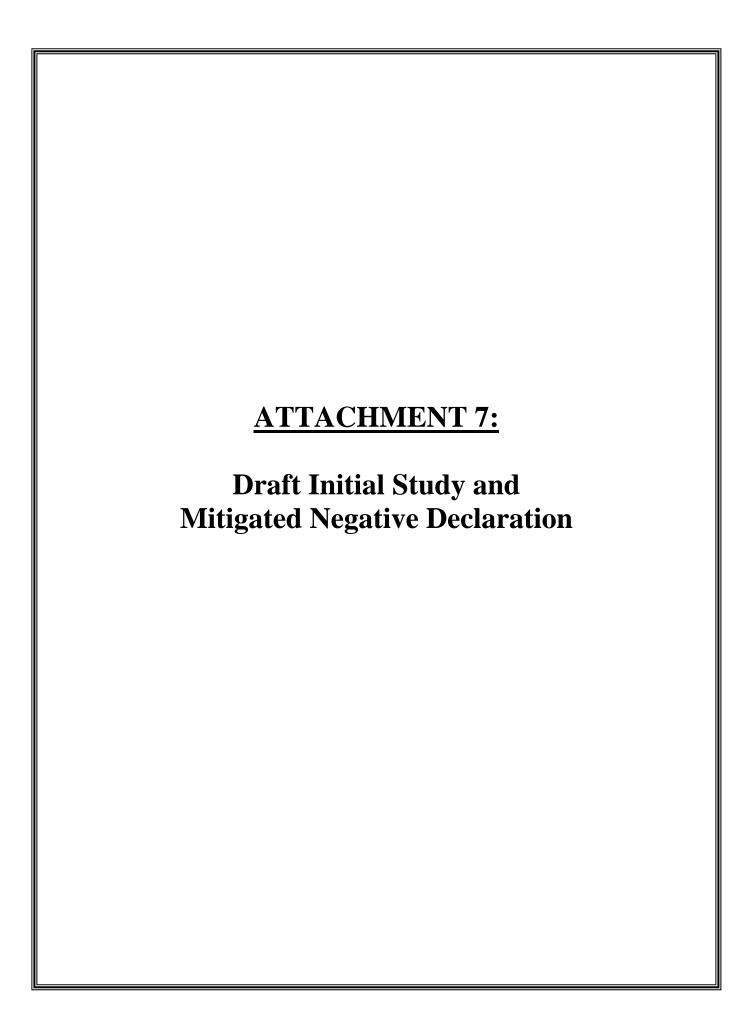
The Harding Phase will be phase 2 of the development. This phase is made up of APNs 2520-017-002, 2520-017-003 and 2520-017-004. The combined lots will be 21,437.50 square feet. Twenty-nine (29) low income residential units are being proposed. Of the 29 units, twenty (20) will be one 550sf bedroom units and nine (9) will be 1,050sf three bedroom units. The R3 zoning currently being sought for the property allows for twenty-one (21) residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional eight (8) units under state statute as set forth under SB1818. Also under SB1818, Aszkenazy Development, Inc. will also seek three concessions per GC 65915(d)(2)(a-c) as well as the ability to apply State mandated parking ratios for affordable housing. The three concessions being sought are the ability to exceed lot coverage allowed in R3, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, the State of California requires the developer to provide a minimum of 30% of the by-right units at or below 80% AMI (area median income) which is six (6) units. Aszkenazy Development, Inc. will provide a 100% of the built units at or below 80% AMI.

One lot (APN 2520-017-002) will require a zone change from M1-Light Manufacturing to R3- Multiple Family.

Sincerely

Ian Fitzsimmons

Aszkenazy Development, Inc.





Notice of Intent to Adopt a Mitigated Negative Declaration and Public Hearing Notice for the Harding Ave./Fermoore St. Apartment Project

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 development of two neighboring affordable housing projects (the "Project") consisting of a total of 113 dwelling units. The proposed Project would require a general plan amendment and zone change to convert industrially zoned property along First Street and Harding Avenue to high density residentially zoned property. Each project site will be developed with a 45-foot, four-story building with a parking garage located on the first floor. Phase 1 of the Project at 1501 and 1529 First Street will be developed with an 84-unit multi-family housing project with parking on-site for 112 vehicles within a first-floor garage. Phase 2 of the Project at 112, 116, and 124 Harding Avenue will developed with a 29-unit multi-family housing project with parking on-site for 40 vehicles within a first-floor garage. The project sites are located along First Street, between Harding Avenue and Huntington Street, and along Harding Avenue, between First Street and Second Street.

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 Plan is from Saturday, February 25, 2012 to Thursday, March 15, 2012. Subsequent to the public review period, the Planning and Preservation Commission and City Council will hold separate public hearings to consider the proposed Project that includes applications for a general plan amendment, zone change, and site plan review 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

<u>Date:</u>

Tuesday, March 6, 2012

Time:

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:

Monday, March 19, 2012

Time:

6:00 p.m.

Location:

ion: City of San Fernando City Hall - Council Chambers

117 Macneil Street San Fernando, CA 91340

PROJECT TITLE:

Harding Ave./Fermoore St. Apartment Project: General Plan Amendment 2012-01, Zone Change 2012-01, Lot Line Adjustment 2012-01, Site Plan Review 2012-01, 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:

1501, 1529, and 1601 First Street and 112, 116, and 124 Harding Avenue, San Fernando, CA 91340

(Los Angeles County Assessors' Parcel Numbers: 2520-011-006, 038, 041, 042, and 043 and 2520-017-002, 003, and 004)

PROJECT DESCRIPTION:

The proposed project is a request for a general plan amendment and zone change for the properties located at 1501 and 1529 First Street and 112 Harding Avenue to amend the current land use designation from Industrial (IND) to High-Density Residential (HDR) and rezone these properties from the M-1 (Limited Industrial) zone to the R-3 (Multiple Family) zone. The proposed general plan amendment and zoning change would facilitate the development of the neighboring multi-family affordable housing projects at 1501 and 1529 First Street (Phase 1) and 112, 116, and 124 Harding Avenue (Phase 2).

Phase 1 of the Project along First Street consists of the development of a 121,051-square-foot, four-story affordable housing project with 84 dwelling units and a first floor parking garage for 112 vehicles. The unit mix for this development would include 58 one-bedroom units and 26 three-bedroom units. A minimum of 30 percent of the units will be made available to individuals and families who are at 80 percent of the area's median income. Along with the requested general plan amendment and zone change, this site would require a lot line adjustment among parcels 2520-011-006, 043, and 043 to reconfigure the legal boundaries of these properties to facilitate residential development of the site. The adjusted project site would be an approximately 79,286 square feet site with frontages along Fermoore Street and Harding Avenue.

Phase 2 of the Project along Harding Avenue consists of the development of a 43,733-square-foot, four-story affordable housing project with 29 dwelling units and a first floor parking garage for 40 vehicles. The unit mix for this development would include 20 one-bedroom units and nine three-bedroom units. Similarly, a minimum of 30 percent of the units will be made available to individuals and families who are at 80 percent of the area's median income. The project site is a 21,437-square-foot site with a primary street frontage along Harding Avenue.

The Project would be developed under the requirements of California Government Code Section 65915, et. al (Density Bonus Law) by providing an increase in density above what is permitted in the R-3 zone to provide the proposed number of dwelling units. Additionally, by providing 30 percent of the dwelling units for rent by low-income individuals and families at 80 percent of the area's median income, the applicant is requesting three concessions relating to the city's development standards for multifamily housing. The concessions consist of increased lot coverage, reduced common area requirements, and reduced open space requirements. The project would also utilize the state mandated parking ratios that are applicable to affordable housing projects.

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 Plan 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 **Saturday, February 25, 2012 to Thursday, March 15, 2012.** (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
City Planner



SITE ADDRESS:

APN: 2520-011-006,038,041-043 & 2520-017-002,003,004

LEGEND:

1. - 115. OWNERS

7 LOT NUMBER

2520-011 ASSESSOR BOOK & PAGE

(10) ASSESSOR PARCEL NUMBER

1520 ADDRESS

500' OWNERSHIP RADIUS MAP



JPL ZONING SERVICES 6257 VAN NUYS BLVD., #101 VAN NUYS, CA 91401 PHONE 818-781-0016

CASE NO:

DATE: 2/23/2012

SCALE: 1" = 200'

USES: FIELD

CONTACT PERSON

ASZKENAZY DEVELOPMENT INC.

PHONE: (818)-270-9082

JPL #6924 AF

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

HARDING AVE./FERMOORE ST. APARTMENTS HARDING AVE. & FERMOORE ST. SAN FERNANDO, CALIFORNIA



LEAD AGENCY:

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

FEBRUARY 24, 2012

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Harding Avenue and Fermoore Street Apartments

ADDRESS:

Harding Avenue and Fermoore Street, between First Street and Second Street

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 a development proposal for an apartment complex that will be constructed in two phases. Phase 1 (the Fermoore Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Phase) will consist of 29 units reserved for low income households. A total of 113 units will be constructed. The proposed apartment buildings will consist of four levels with enclosed parking provided on the ground level. The applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California.

FINDINGS:

The environmental analysis provided in the attached Initial Study indicates that the proposed project will 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. The following findings may be made based on the analysis contained in the attached Initial Study:

- > The proposed project *will not* have the potential to degrade the quality of the environment.
- > The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- > The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the city.
- The proposed project *will 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 \$ection 2 of the attached Initial Study.

Signature
Oftv of San Fernando Department of Community Development

Date

2/24/2012

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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 a development proposal for an apartment complex that will be constructed in two phases. Phase 1 (the Fermoore Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Phase) will consist of 29 units, also reserved for low income households. A total of 113 units will be constructed. The proposed apartment buildings will consist of up to four levels with enclosed parking provided on the ground level. In addition to the rental units, both the Fermoore Phase and the Harding Phase will include a community room.¹ The applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California.

The proposed project is described in greater detail herein in Section 2. The proposed residential 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 will 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 specific action or project. The purpose of this Initial Study is to determine whether the proposed project will have the potential for 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,

¹ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). § 15060 (b).

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

⁴ Ibid.(CEQA Guidelines) § 15050.

> 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, pursuant to Sections 15381 and 15386 of the state CEQA Guidelines.⁵ Those public agencies and/or entities that may use this Initial Study in decision-making or for informational purposes include the Regional Water Quality Control Board, the California Department of Transportation, 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* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will 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.
- > 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.
- 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 which 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.

The format and structure of this Initial Study generally reflects that of the Initial Study checklist, provided in Table 1-1.

Section 1 ● Introduction Page 5

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⁵ California, State of. Public Resources Code Division 13. The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069. 2000.

⁶ Ibid. Chapter 2.6, Section 2109(b). 2000.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed housing 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 following findings may also be made, based on the analysis completed as part of this Initial Study's preparation:

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

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)

Summary (Initial St					
Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	
Section 3.1 Aesthetic Impacts. Would the project:					
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) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X			
Section 3.2 Agriculture and Forestry Resources Imp	acts. Would the	project:			
a) Convert Prime Farmland, Unique Farmland or Farmland of state wide 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	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	

Summary (minus study one exist)					
Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	
c) Would the project 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))?				X	
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X	
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural 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 p	roject have a sul	ostantial adverse	effect:		
a) 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	
b) 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) 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) In interfering 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	

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting 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. Would the pro-	ject:			
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				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. Would the project result in o	r expose people t	o potential impa	cts involving:	
a) 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 State Geologist for the area or based on other substantial evidence of a known fault), ground –shaking, liquefaction, or landslides?			X	
b) Substantial soil erosion or the loss of topsoil?			X	
c) 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?				X
d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?				X
e) 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. Wor	uld the project			
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?			X	
Section 3.8 Hazards and Hazardous Materials Impa	cts. Would the p	oroject:		
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 or result in 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 material 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
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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, 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 lands fire, 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.	Vould the project	:		
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause 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)?			х	

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including 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 the alteration of the course of a stream or river, in a manner that 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) 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
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning Impacts. Would to	the project:			
a) Physically divide an established community, or otherwise result in an incompatible land use?				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, a 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 or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. Would the pro	oject:			
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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact				
Section 3.12 Noise Impacts. Would the project result in:								
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?				х				
b) Exposure of people to or generation of excessive ground-borne noise levels?			X					
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X					
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X						
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. Would	l the project:							
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major 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. Would the project with the provision of new or physically altered governmental facilienvironmental impacts in order to maintain acceptable service rate the following areas:	ities, the construc	tion of which wo	ould cause signifi	cant				
a) Fire protection services?		X						
b) Police protection services?		X						
c) School services?				X				
d) Other governmental services?			X					

Summary (mitial Study Checklist)							
Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact				
Section 3.15 Recreation Impacts. Would the project:							
		X					
			х				
:							
	х						
	X						
			X				
			X				
			X				
			X				
			X				
	x						
	X						
	Potentially Significant Impact	Potentially Significant With Mitigation X X X X X	Potentially Significant With Mitigation X X X X X X X X X X X X X				

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with insufficient 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
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
Section 3.18 Mandatory Findings of Significance. The project:	e approval and s	ubsequent imple	mentation of the	proposed
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) 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 recommended standard conditions and mitigation measures contained herein.				x
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



SECTION 2 PROJECT DESCRIPTION

2.1 Project Location

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). 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. These latter named communities are also part of the City of Los Angeles.

Regional access to the City of San Fernando ("the City") 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. 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 project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermoore Street) development will be provided by a driveway located at the end of the Fermoore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site's southerly side continuing easterly to Harding Avenue.¹¹o Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.¹¹ The locations of these two development sites, in a local context, are shown in Exhibit 2-3.

The assessor's parcel numbers (APNs) applicable to the Phase 1 site (Fermoore Street) include 2520-011-038, 2520-011-041 and 2520-011-042. The combined land area of these lots will be 79,286 square feet. The Phase 2 (Harding Avenue) development is comprised of APNs 2520-017-002, 2520-017-003 and 2520-017-004. The combined land area the Phase 2 lots will be 21,438 square feet. ¹³

Section 2 ● Project Description

 $^{^7}$ United States Geological Survey. San Fernando 7 $1\!\!/\!2$ Minute Quadrangle.

⁸ These communities are communities that are part of the City of Los Angeles.

⁹ American Map Corporation. Street Atlas [for] Los Angeles and Orange Counties. 2001

¹⁰ Mitigation is included in Section 3.16 that calls for the use of the emergency access connection as the primary vehicular access.

¹¹ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

¹² The phase will also necessitate lot line adjustments to three parcels APNs 2520-011-006, 2520-011-041, 2520-011-043.

¹³ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.



EXHIBIT 2-1
REGIONAL LOCATION

SOURCE: DELORME MAPS, 2009

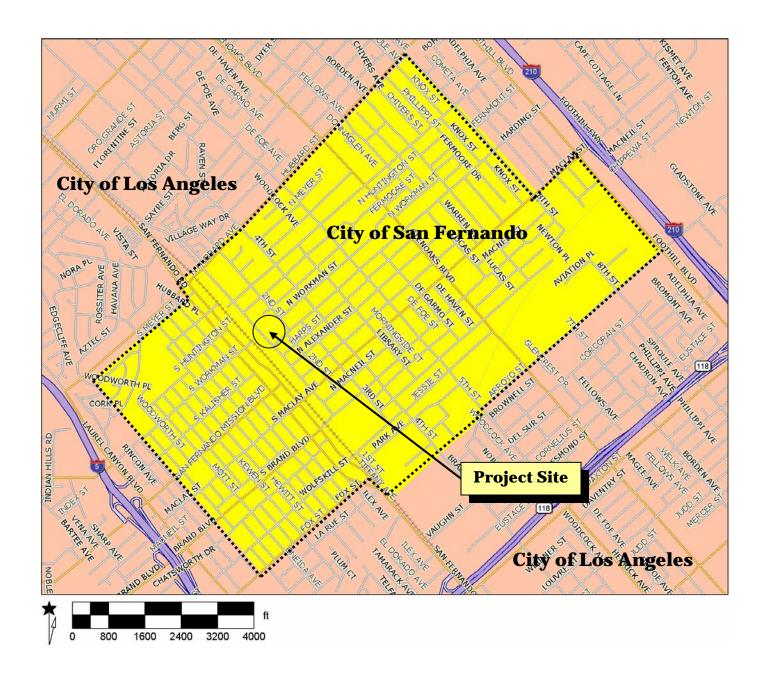


EXHIBIT 2-2
PROJECT SITE'S LOCATION IN THE CITY OF SAN FERNANDO
SOURCE: DELORME MAPS, 2009

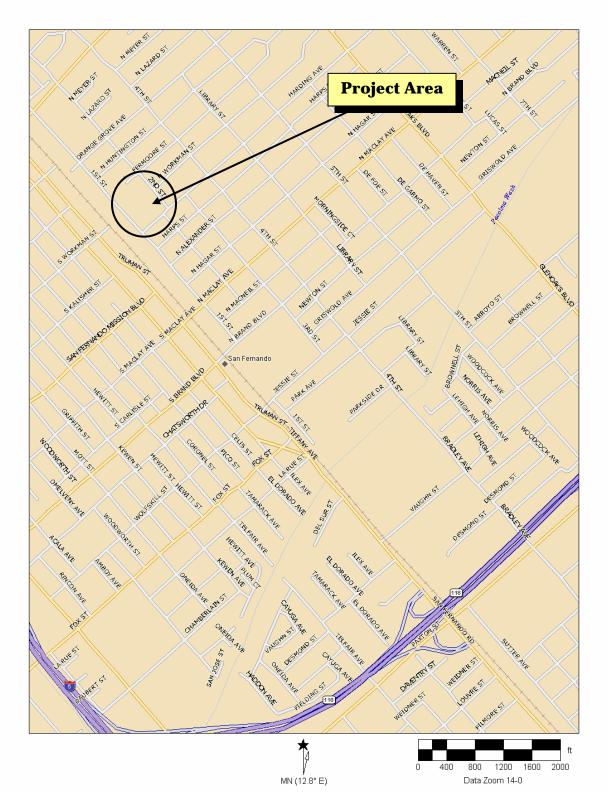


EXHIBIT 2-3
VICINITY MAP
SOURCE: DELORME MAPS, 2009

2.2 Environmental Setting

The City of San Fernando ("the City") is a historic community (founded in 1874) that 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 present opportunities for more intensive infill development. The City was a mature community at the time many of the other communities in the San Fernando Valley were developing 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 75% of the City's total housing stock. This is a relatively high percentage compared to the other communities in the region.¹⁴ 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 for rental housing.¹⁵

The City of San Fernando Community Development Department is reviewing a multiple-family residential development proposal that will be constructed in two phases. The Phase 1 development (the Fermoore Street phase) will be constructed within a 79,286 square foot site (1.82-acres) that is located between Harding Avenue (on the east) and Fermoore Street on the west). The Phase 2 development (the Harding Avenue phase) consisting of a 21,438 square foot site (0.49-acres), is located on the east side of Harding Avenue, opposite of the Phase 1 development site. Both sites are vacant at this time. The Phase 1 site was previously occupied by a manufacturing use that has been removed and the site's environmental clean-up has been completed. The Phase 2 site is a surface parking lot that was used by the aforementioned discontinued manufacturing use. Most recently, the site was used for the storage of vehicles used in movie production.

The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites. Layne Park is located immediately west of the Phase 1 development site, on the west side of Fermoore Street. An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4.

Section 2 ullet Project Description

¹⁴ 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.

¹⁵ City of San Fernando. Housing Element. 2008-2014.



EXHIBIT 2-4 AERIAL PHOTOGRAPH

Source: Google Maps, 2010

2.3 PROJECT DESCRIPTION

The City's Community Development Department is reviewing a multiple-family residential development proposal that will be constructed in two phases. Phase 1 (the Fermoore St. Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Ave. Phase) will consist of 29 units reserved for low income households. For both phases, a total of 113 units will be constructed. The proposed apartment buildings will consist of four levels with enclosed parking provided on the ground level. In addition to the rental units, both the Fermoore St. Phase and the Harding Ave. Phase will include a community room. The building elements for each phase are summarized below in Table 2-1. The site plans and floor plans for both phases of the proposed project are provided in Exhibits 2-5 through 2-11.

Table 2-1
Overview of Proposed Phase 1 and Phase 2 Apartment Project

Level	Floor Area	Description
Phase 1 (Fermo	ore Street)	
First Level	43,636 sq. ft.	112 Parking Spaces , Storage, and Manager's Office
Second Level	34,562 sq. ft.	36 Rental Units and a Community Room
Third Level	34,562 sq. ft.	39 Rental Units
Fourth Level	8,291 sq. ft.	9 Rental Units
Total	121,051 sq. ft.	84 Rental Units
Phase 2 (Hardi	ing Avenue)	
First Level	14,438 sq. ft.	40 Parking Spaces , Storage, Lobby, & Manager's Office
Second Level	10,666 sq. ft.	10 Rental Units & Community Room
Third Level	10,666 sq. ft.	11 Rental Units
Fourth Level	7,963 sq. ft.	8 Rental Units
Total	43,733 sq. ft.	29 Rental Units

Source: John Cotton Architects, Inc.

The Fermoore St. Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units (550 square feet) and 26 units will be three-bedroom units (1,050 square feet). The Harding Ave. Phase (Phase 2) will consist of 29 low income residential units. The 29 units, 20 units will be one-bedroom units (550 square feet) and 9 units will be three-bedroom units (1,050 square feet).¹⁷

Section 2 • Project Description

¹⁶ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

 $^{^{17}}$ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

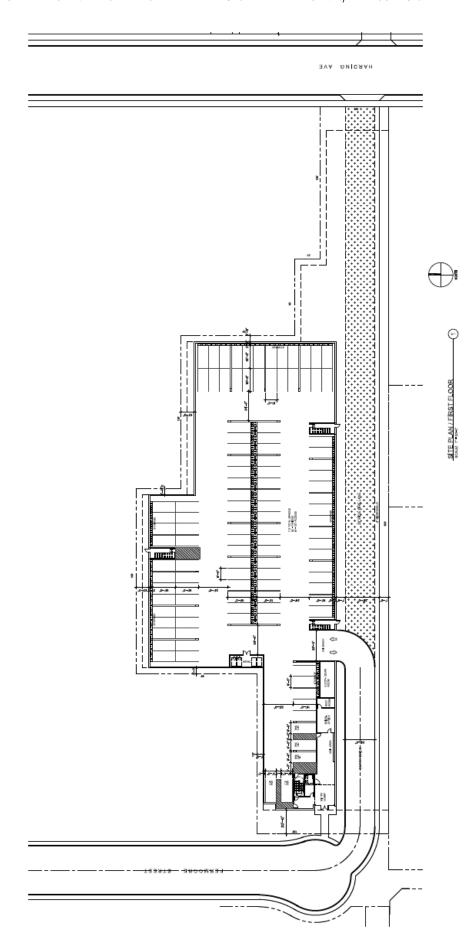
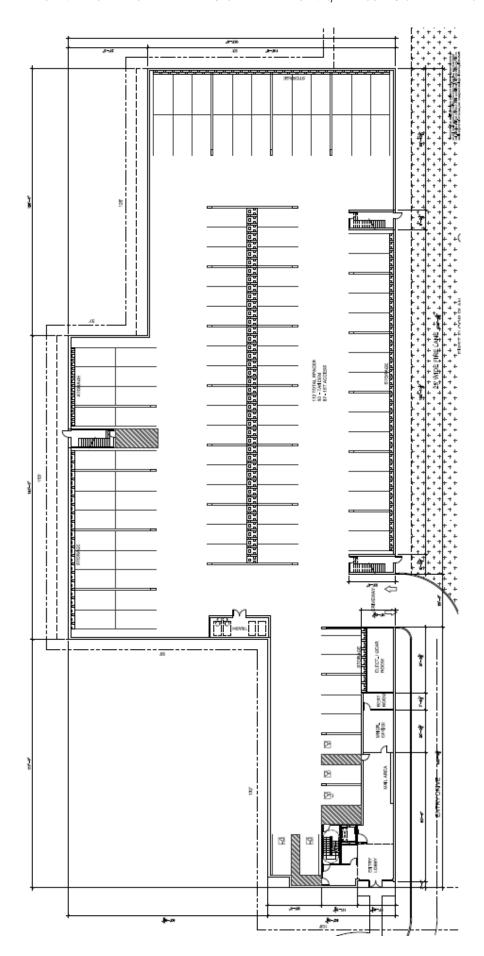


EXHIBIT 2-5
SITE PLAN FOR PHASE 1 (FERMOORE ST.)
SOURCE: John Cotton Architects, Inc.



GROUND LEVEL PLAN FOR PHASE 1 (FERMOORE ST.) SOURCE: John Cotton Architects, Inc. EXHIBIT 2-6

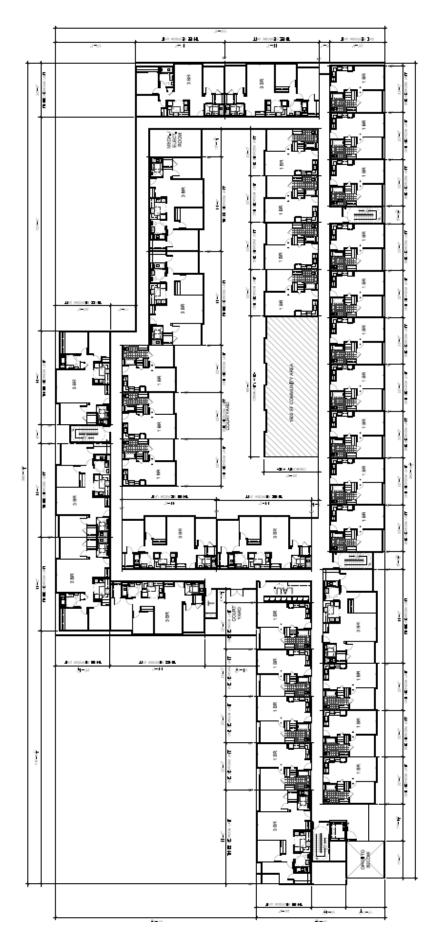


EXHIBIT 2-7 SECOND LEVEL PLAN FOR PHASE 1 (FERMOORE ST.) SOURCE: John Cotton Architects, Inc.

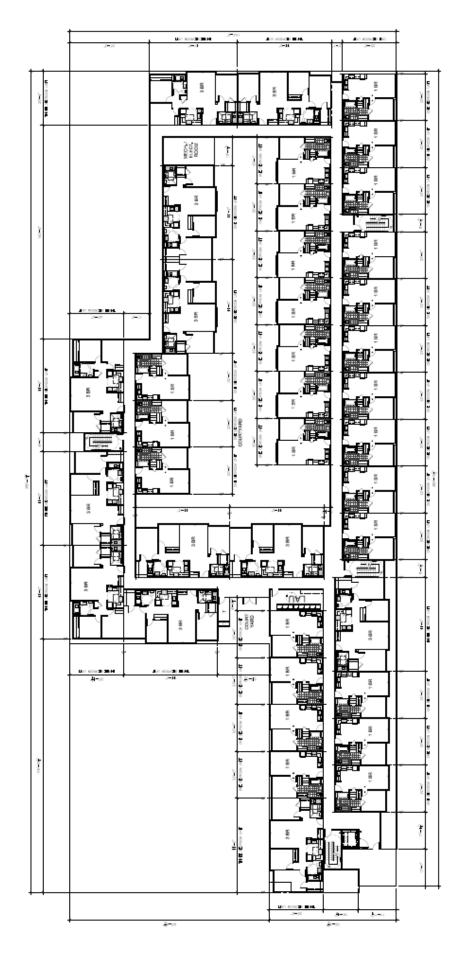


EXHIBIT 2-8 THIRD LEVEL PLAN FOR PHASE 1 (FERMOORE ST.)

SOURCE: John Cotton Architects, Inc.

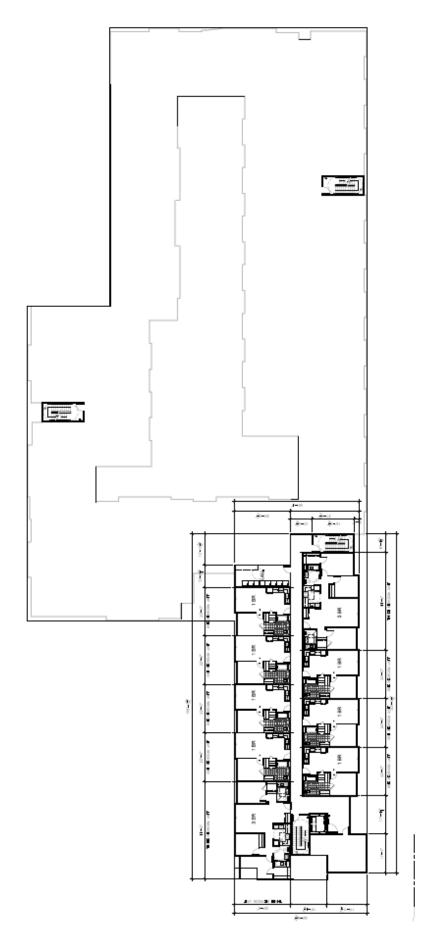


EXHIBIT 2-9 FOURTH LEVEL PLAN FOR PHASE 1 (FERMOORE ST.) SOURCE: John Cotton Architects, Inc.

Section 2 \bullet Project Description

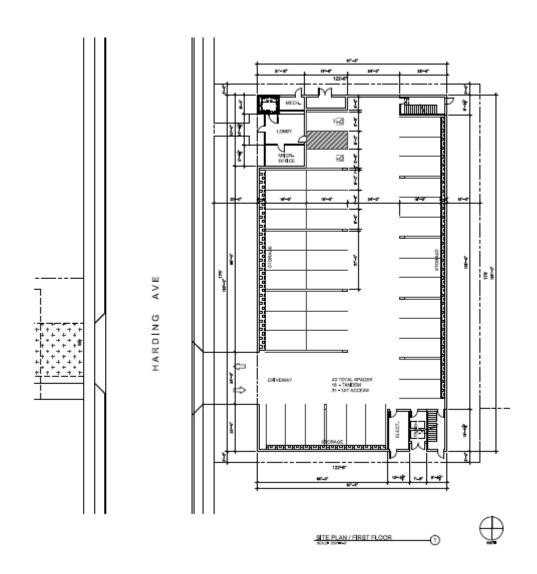


EXHIBIT 2-10 SITE PLAN FOR PHASE 2 (HARDING AVE.) SOURCE: John Cotton Architects, Inc.

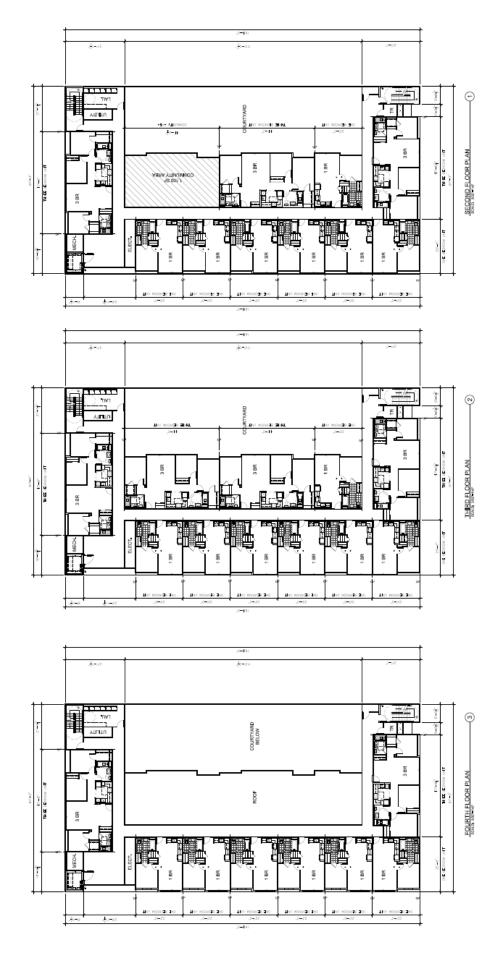


EXHIBIT 2-11
FLOOR PLANS FOR PHASE 2 (HARDING AVE.)
SOURCE: John Cotton Architects, Inc.

Table 2-2 provides a summary of the bedroom configurations for the proposed apartment buildings. As indicated in the table, a total of 78 units will consist of one-bedroom floor plans and 35 units will consist of three-bedroom floor plans.

Table 2-2 Summary of Room Count

Level	Floor Area	1 Bedroom	3 Bedroom	Total			
Phase 1 (Fermoore Street)							
First Level	43,636 sq. ft.	o units	o units	o units			
Second Level	34,562 sq. ft.	24 units	12 units	36 units			
Third Level	34,562 sq. ft.	27 units	12 units	39 units			
Fourth Level	8,291 sq. ft.	7 units	2 units	9 units			
Total	121,051 sq. ft.	58 units	26 units	84 units			
Phase 2 (Harding Avenue)							
First Level	14,438 sq. ft.	o units	o units	o units			
Second Level	10,666 sq. ft.	7 units	3 units	10 units			
Third Level	10,666 sq. ft.	7 units	4 units	11 units			
Fourth Level	7,963 sq. ft.	6 units	2 units	8 units			
Total	43,733 sq. ft.	20 units	9 units	29 units			
Grand Total							
	164,784 sq. ft.	78 units	35 units	113 units			

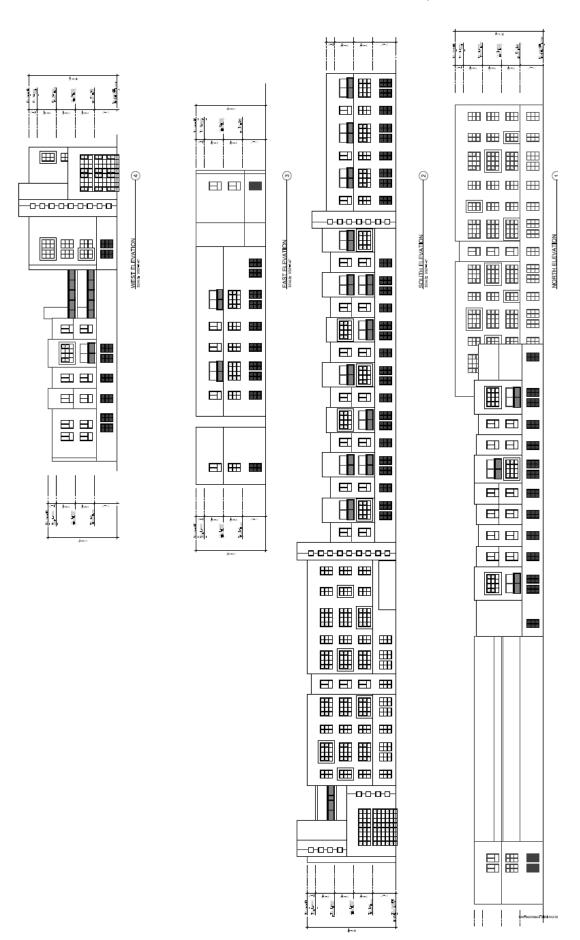
Source: John Cotton Architects, Inc.

As indicated previously, the proposed apartment buildings will consist of four levels with parking provided on the ground level and the living areas provided in the upper levels. The maximum height of both buildings (Phase 1 and Phase 2) will be 45-feet. Building elevations for the Phase 1 and Phase 2 developments are provided in Exhibits 2-12 and 2-13, respectively. A single access to the Phase 1 development (Fermoore Street) is shown on the site plan. This primary access will be from Fermoore Street though an emergency access fire lane connection is also shown. Primary vehicular access to the Phase 2 building will be provided by a driveway connection along the east side of Harding Avenue. Both access ways will provide direct access to the ground level parking areas.

¹⁸ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments). February 3, 2012.

¹⁹ The analysis included in Section 3.16 includes a mitigation measure that calls for the emergency access lane that connects to Harding Avenue to be redesigned to provide primary vehicular access to the Phase 1 building.

²⁰ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments). February 3, 2012.



BUILDING ELEVATIONS FOR PHASE 1 (FERMOORE ST.) SOURCE: John Cotton Architects, Inc. **EXHIBIT 2-12**

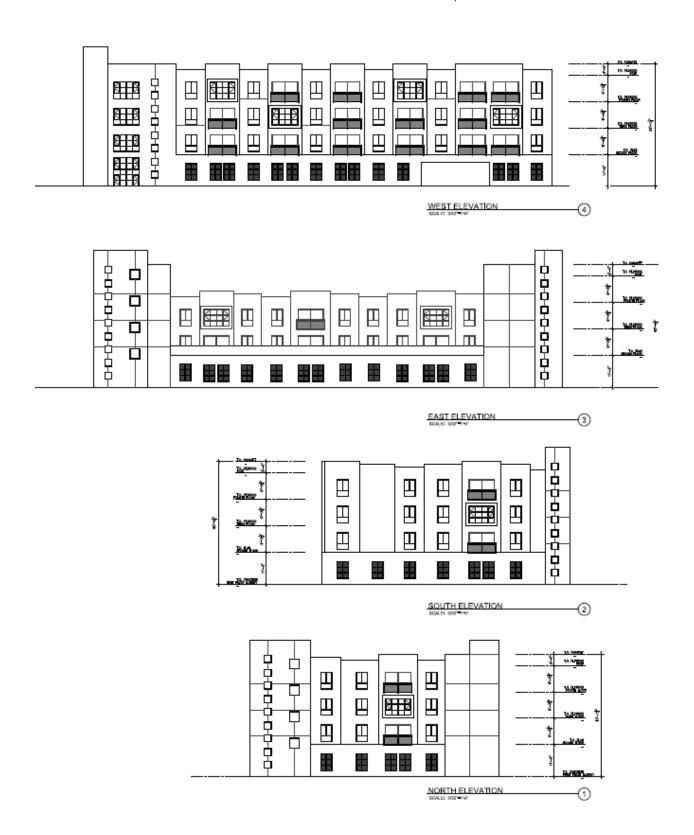


EXHIBIT 2-13
BUILDING ELEVATIONS FOR PHASE 2 (HARDING AVE.)
SOURCE: John Cotton Architects, Inc.

Section 2 • Project Description

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.

The proposed construction phases will include grading and excavation, building erection, and finishing. The construction schedule will take approximately 12 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 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.

2.4 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.

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of San Fernando) that calls for an exercise of judgment in deciding whether to approve a potential development.

The R3 zoning currently being sought for the Fermoore Street (Phase 1) site allows for 78 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional 6 units under Government Code Section 65915 (State Density Bonus Law). Also under G.C. §65915, Aszkenazy Development, Inc. will seek three concessions as well as apply State mandated parking ratios for affordable housing. The three concessions being sought are the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 24 low income units at or below 80% AMI (area median income). These three lots will also require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family). The phase will also necessitate lot line adjustments to three parcels consisting of APNs 2520-011-006, 2520-011-041, 2520-011-043.

The R-3 zoning currently being sought for the Phase 2 (Harding Avenue site) permits 21 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. is seeking approvals for an additional 9 units under G.C. §65915. Also under G.C. §65915, Aszkenazy Development, Inc. will also seek three additional concessions and use of the State's mandated parking ratios for affordable housing. The three concessions being sought include the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and a reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 7 low-income units at or below 80% AMI (area median income). One lot (APN 2520-017-002) will require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).

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.



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:

- ➤ 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);

- 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).²¹ 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 two, four level buildings will have a maximum height of 45 feet. There are no designated scenic vistas or resources present within the vicinity of the project site. The new buildings will impact the southerly-facing views of those homes located along Second Street. These views are now dominated by the commercial and industrial uses located along the railroad right of way (ROW) north of Truman Street. No protected views are present in the immediate area that could be affected by the proposed project.²² As a result, no significant adverse 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.

Much of the City's architectural character was derived from the San Fernando Mission, founded in 1797. Notable historically significant buildings that are located within the City include the Casa de Lopez Adobe, the Morningside Elementary School Auditorium, and the historic Post Office. In addition to the Mission Revival style, other architectural styles found within the area include Spanish Colonial Revival, Mediterranean, and Monterey. Other architectural influences present in the area include Craftsman, Bungalow, Beaux-Arts, Art Deco, and Victorian styles. These architectural styles also flourished at the

²¹ City of San Fernando. San Fernando Parking Lots Draft Environmental Impact Report. February 20, 2008.

²² United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999

turn of the century primarily in residential construction, with a few commercial and public buildings exhibiting these design characteristics as well.

As indicated in the floor plans and building elevations provided in Section 2, the building will include modern design elements and other features that will provide articulation along the exterior elevations of both buildings. The maximum building height will be 45-feet for both buildings.²³ The proposed elevations of the new Phase 1 and Phase 2 buildings are shown in Exhibits 2-12 and 2-13, respectively. Both development sites are vacant. The Phase 1 site was previously occupied by a manufacturing use that has been removed and the site's environmental cleanup has been completed. The Phase 2 site is a surface parking lot that was used by the aforementioned discontinued manufacturing use. The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites.

As indicated previously, there are no designated scenic highways in the vicinity of the project site. In addition, no trees are found within either development site. The project sites are currently vacant and their development will be beneficial in terms of eliminating a source of potential visual and physical blight. As a result, the proposed project's implementation will not result in any significant adverse impacts with respect to scenic highways, historic buildings, or other significant view elements. Furthermore, the project's final design must comply with the City's adopted multi-family residential design guidelines.

C. 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.

Residential development such as that being proposed, is considered to be a light sensitive receptor and, as a result, care must be taken as part of any future planning to avoid light trespass and spill over onto neighboring residential property. Homes are found along Second Street. 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. Other lighting sources may include vehicle headlights, though the cars entering and exiting the first floor parking garage will be directed towards the west and south, away from the existing residential uses. Mitigation measures have been identified in Section 3.1.4 that will 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 residential development arising from the implementation of the proposed project would not result in any significant adverse view shed impacts. As

²³ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

a result, no cumulative aesthetic impacts are anticipated. Mitigation measures that will be effective in reducing potential light and glare impacts are required.

3.1.4 MITIGATION MEASURES

The following mitigation measures will reduce the proposed project's light and glare impacts to levels that are less than significant:

Mitigation Measure 1 (Aesthetic Impacts). The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (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. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. 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.

Mitigation Measure 2 (Aesthetic Impacts). The exterior window glazing of the proposed apartment structures shall be constructed of materials that consist of non-reflective tinted glass (no mirror-like tints or films).

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 that 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, 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 either 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.²⁴ 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 will not impact any protected farmland soils.²⁵

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 either project site or in the immediate area.²⁶ In addition, the project sites are not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will 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 4526), or zoned timberland production (as defined by Government Code § 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 illustrates the degree of urban development in the area surrounding the project sites. The City of San Fernando General Plan does not specifically provide for any forest land protection.²⁷ As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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

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

²⁴ City of San Fernando. San Fernando General Plan Land Use Element. 1987.

²⁵ California, State of. Department of Conservation. Farmland Mapping and Monitoring Program. July 13, 1995.

²⁶ Blodgett/Baylosis Associates. Site Survey. February 15, 2012.

²⁷ City of San Fernando. San Fernando General Plan Conservation Element, Chapter 3. January 1987. Page CON-12

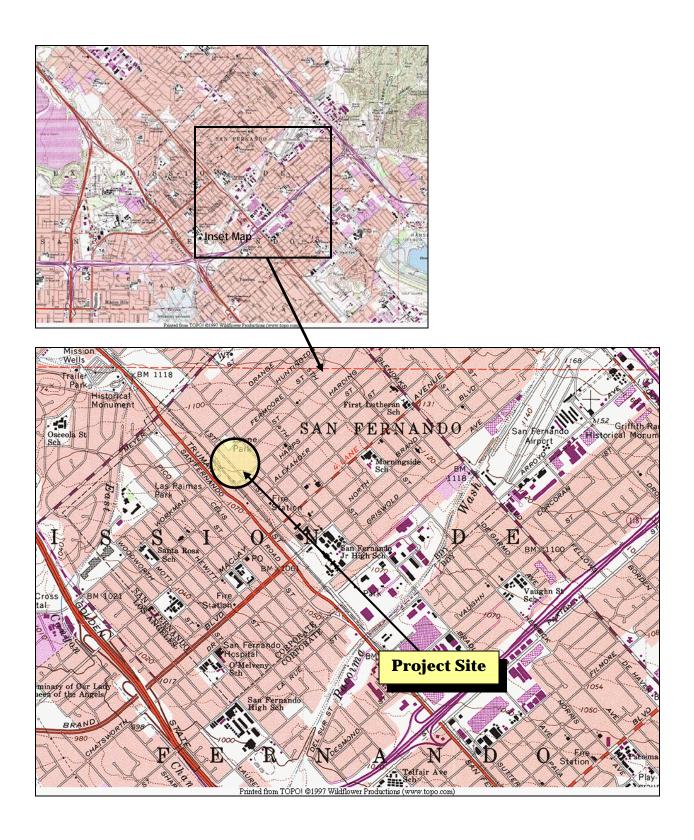


EXHIBIT 3-1 LAND COVER

Source: United States Geological Survey

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

No agricultural activities or farmland uses are located within the City or within either project site.²⁸ As indicated previously, the project sites and the surrounding properties are currently developed and no agricultural activities are located within the site or in the surrounding area. The proposed project will not involve the conversion of any existing farmland area to urban uses and no significant adverse 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 will 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;
- ➤ 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:

 $^{^{28}}$ United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999.

- \triangleright Ozone (O_2) is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O_2 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.
- ➤ *PM*₁₀ 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.²⁹

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 basin is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the region.³⁰ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).³¹ The 2007 AQMP replaced the 2003 AQMP and the latter AQMP is designed to meet both state and federal Clean Air Act planning requirements for all of the geographic areas under the jurisdiction of the SCAQMD.

The South Coast Air Basin (SCAB) has experienced poor air quality to the area's topography as well as metrological influences that have often lead to the creation of inversion layers that prevent the dispersal of pollutants. During the mid-20th century, SCAB experienced the worst air pollution in the nation, which gave rise to various strategies to improve air quality. However, the region's air quality has shown a steady and gradual improvement since the 1970's. This improvement in air quality has been largely due to the elimination of many stationary emission sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open-air fires). The primary criteria pollutants that remain non-attainment in the SCAB area include PM_{2.5} and Ozone.

The most recent 2007 AQMP focused on the control of ozone and smaller particulates and their precursors. The AQMP also incorporated significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling. The Final 2007 AQMP was jointly prepared

²⁹ CEQA Air Quality Handbook. April 1993 [as amended 2009].

³⁰ South Coast Air Quality Management District, Final 2007 Air Quality Plan, Adopted June 2007.

³¹ Ibid.

with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).³² Two consistency criteria that may be referred to in determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. Consistency Criteria 1 refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation. Criteria 2 refers to the project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.³³ The proposed project will involve the construction of 113 rental units in two phases.

The proposed project is not considered by the SCAQMD to be a regionally significant project since it is an infill development. The project will not significantly affect any regional population, housing, and employment projections prepared for the City by the SCAG due to its size (113 residential units).³⁴ 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 2007 AQMP. The proposed project will 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.

Pollutants regulated by the federal and state Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling and refer to those pollutants that are subject to both federal and state ambient air quality standards as a means to protect public health. The federal and state standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific. Finally, global warming and ozone-depleting gases are not monitored.

Specific National Ambient Air Quality Standards (NAAQS) have been promulgated by the Federal government. The California Air Resources Board (CARB) has also established ambient air quality standards for six of the pollutants regulated by the EPA (CARB has not established standards for PM⁻²⁻⁵). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards as well as additional standards for sulfates, vinyl chloride, and visibility.³⁵ Table 3-1 lists the current national and California ambient air quality standards for each criteria pollutant.

³² South Coast Air Quality Management District, Final 2007 Air Quality Plan, Adopted June 2007.

³³ South Coast Air Quality Management District. CEQA Air Quality Handbook. April 1993 [as amended 2009]. Table 11-4.

³⁴ These projections are critical in the development of policies for the Growth Management Plan, the Regional Transportation Plan, and ultimately, the Air Quality Management Plan.

³⁵ South Coast Air Quality Management District, Final 2007 Air Quality Plan, Adopted June 2007.

Table 3-1 National and California Ambient Air Quality Standards

Pollutants	National Standards	State Standards		
Lead (Pb)	1.5 μg/m³(calendar quarter)	1.5 μg/m³ (30-day average)		
Sulfur Dioxide (So²)	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)		
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)		
Nitrogen Dioxide (NO²)	0.053 ppm (annual average)	0.25 ppm (1-hour)		
Ozone (O³)	0.12 ppm (1-hour)	0.09 ppm (1-hour)		
Fine Particulate Matter (PM10)	150 μg/m³ (24-hour)	50 μg/m³ (24-hour)		
Sulfate	None	25 μg/m³ (24-hour)		
Visual Range	None	10 miles (8-hour) w/humidity < 70 percent		

Source: South Coast Air Quality Management District. 2010

The proposed project would also be considered to have a significant effect on air quality if it violates any AAQS, contributes substantially to an existing air quality violation, or exposes sensitive receptors to substantial pollutant concentrations. In addition to the federal and state AAQS thresholds, there are daily and quarterly emissions thresholds for construction and operation of a proposed project established by the SCAQMD. Projects in the SCAB generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- > 75 pounds per day of reactive organic compounds;
- > 100 pounds per day of nitrogen dioxide;
- > 550 pounds per day or 24.75 of carbon monoxide;
- \triangleright 150 pounds per day of PM₁₀; or,
- > 150 pounds per day of sulfur oxides.

The proposed project would have a significant effect on air quality if any of the operational emissions "significance" thresholds for criteria pollutants are exceeded:

- > 55 pounds per day of reactive organic compounds;
- > 55 pounds per day of nitrogen dioxide;
- > 550 pounds per day of carbon monoxide;
- > 150 pounds per day of PM₁₀; or,
- > 150 pounds per day of sulfur oxides.

The proposed project's implementation will result in both short-term (construction-related) emissions and long-term (operational) emissions. Short-term airborne emissions will occur during the construction phases of the project and include the following:

- > Activities related to land clearance, grading, and excavation will result in fugitive dust emissions;
- > Equipment emissions associated with the use of construction equipment during site preparation and construction activities will be generated. This construction equipment is generally diesel-powered, resulting in high levels of nitrogen oxide [NOx] and particulate emissions; and,
- > Delivery vehicles and workers commuting to and from the construction site will generate mobile emissions.

As shown in Table 3-2, the construction of each phase of the housing development will result in daily construction emissions that will be "less than significant" since they will be below the SCAQMD's daily thresholds. However, mitigation measures have been included in Section 3.3.4 as a means to further reduce construction-related emissions.

Table 3-2 Estimated Short-Term Emissions (lbs/day)

Source	со	ROG	PM ₁₀	PM _{2.5}	NOx	
Phase 1 Construction Emissions	13.81	26.67	0.76	0.70	12.60	
Phase 1 Fugitive Particulates			11.01	2.30		
Phase 2Construction Emissions	8.00	9.07	0.68	0.62	10.76	
Phase 2 Fugitive Particulates			3.81	1.30		
Short-term Thresholds	550	75	150	150	100	

Source: California Air Resources Board, URBEMIS 9.2.2

Table 3-3 summarizes the long-term operational emissions from each phase of the proposed multiple-family residential development once it is occupied. Long-term emissions refer to those air quality impacts that will occur once the development is operational and occupied and these impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes the following:

- ➤ Mobile emissions associated with vehicular traffic;
- > On-site stationary emissions related to the operation of household equipment; and,
- > Off-site stationary emissions associated with the generation of energy (natural gas and electrical).

The analysis of long-term operational impacts also used a computer model developed by the California Air Resources Board (CARB). The computer model requires the knowledge of a number of independent variables to ascertain project emissions, such as trip generation rates, size of the project, worker trip characteristics, and others.³⁶ As indicated in Table 3-3, the long-term operational emissions will be below thresholds considered by the SCAQMD to be significant.

Table 3-3
Existing and Future Long-Term Emissions (lbs/day)

Emissions Type	Criteria Pollutants (lbs./day)				
Emissions Type	со	ROG	PM10	NOX	sox
Phase 1 Future Mobile Emissions	40.74	3.48	8.44	4.36	0.05
Phase 1 Future Stationary Emissions	1.90	4.63	0.01	0.84	0.00
Total Phase 1 Emissions	42.64	8.11	8.45	5.20	0.05
Phase 2 Future Mobile Emissions	14.07	1.20	2.91	1.50	0.02
Phase 2 Future Stationary Emissions	1.67	1.68	0.01	0.30	0.00
Total Phase 2 Emissions	15.74	2.88	2.92	1.58	0.02
Long –Term Thresholds	550	55	150	100	150

Source: California Air Resources Board, URBEMIS 9.2.4

As indicated in Tables 3-2 and 3-3, the projected short-term and long-term emissions are below thresholds considered to represent a significant adverse impact. As a result, no significant adverse impacts are anticipated with the proposed project's implementation.

C. Would the project 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)? Less than Significant Impact.

As indicated previously, the SCAB is non-attainment for ozone. The long-term emissions from the proposed development will result in daily emissions that will not exceed the SCAQMD's thresholds. Reactive organic gasses (ROG) are precursors for the formation of ozone. As indicated in the preceding section, the projected ROG emissions are also below the SCAQMD's thresholds of significance (refer to Table 3-2 and Table 3-3). As a result, the cumulative air quality impacts are considered to be less than significant.

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

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 facilities where children or the elderly may congregate.³⁷ These population groups are generally more sensitive to poor air quality. The residential uses contemplated as part of the proposed project's implementation are

³⁶ California Air Resources Board. URBEMIS 9.2.4. 2012

³⁷ South Coast Air Quality Management District. CEQA Air Quality Handbook, Appendix 9. 2004 (as amended).

considered to be sensitive receptors. The following are applicable local emission concentration standards for carbon monoxide.

- California one-hour carbon monoxide standard of 20.0 ppm; or,
- California eight-hour carbon monoxide standard of 9.0 ppm.

The proposed project's trip generation will not be significant enough to result in a carbon monoxide "hot spot" that could lead to an exceedance of the state's 1-hour or 8-hour carbon monoxide standards. As indicated in the traffic analysis (refer to Section 3.16), the proposed project's traffic generation will not lead to any significant impact on area intersections.³⁸ As a result, no impacts related to the creation of a carbon monoxide "hot spots" are anticipated. The SCAQMD also regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401;
- > Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard; and,
- Any project that could emit an air contaminant that is not currently regulated by SCAQMD rule, but that is on the federal or state air toxics list.

The proposed project involves the construction of up to 113 residential units and the proposed development will 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.³⁹ No significant odor emissions are anticipated given the nature and extent of the proposed residential development. As a result, no order-related impacts are anticipated.

3.3.3 CUMULATIVE IMPACTS

The proposed project's 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

³⁸ South Coast Air Quality Management District. CEQA Air Quality Handbook, Appendix 9. 2004 (as amended).

³⁹ Ibid.

project would not result in any significant adverse impacts. As a result, no significant adverse cumulative air quality impacts will 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 will be required to further mitigate potential short-term construction related emissions.

Mitigation Measure 3 (Construction Emissions). 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 4 (Construction Emissions). 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 5 (Construction Emissions). 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 6 (Construction Emissions). All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

Mitigation Measure 7 (Construction Emissions). All dirt/soil materials transported off-site shall be either sufficiently watered and securely covered to prevent excessive amount of dust.

Mitigation Measure 8 (Construction Emissions). General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure 9 (Construction Emissions). 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 areas past development. The plants located with the Phase 1 site are limited to grasses and ruderal vegetation. The Phase 2 site is paved and was used for surface parking. There are no trees located within either site and the remaining landscaping is in poor condition. There are no sensitive or unique biological resources located within the adjacent properties.⁴⁰ As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project.

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 sites or in the adjacent properties. The plants located with the Phase 1 site are limited to grasses and ruderal vegetation. The Phase 2 site is paved and was used for surface parking. 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 4,300 feet to the southeast (refer to Exhibit 3-2). The Pacoima Wash is concrete lined at this location and is used for flood control purposes. As a result, no significant adverse impacts on natural or riparian habitats will result from the proposed project's implementation.

⁴⁰ City of San Fernando. San Fernando General Plan, Chapter 3, Conservation Element. Page CON-12. January 6, 2004.

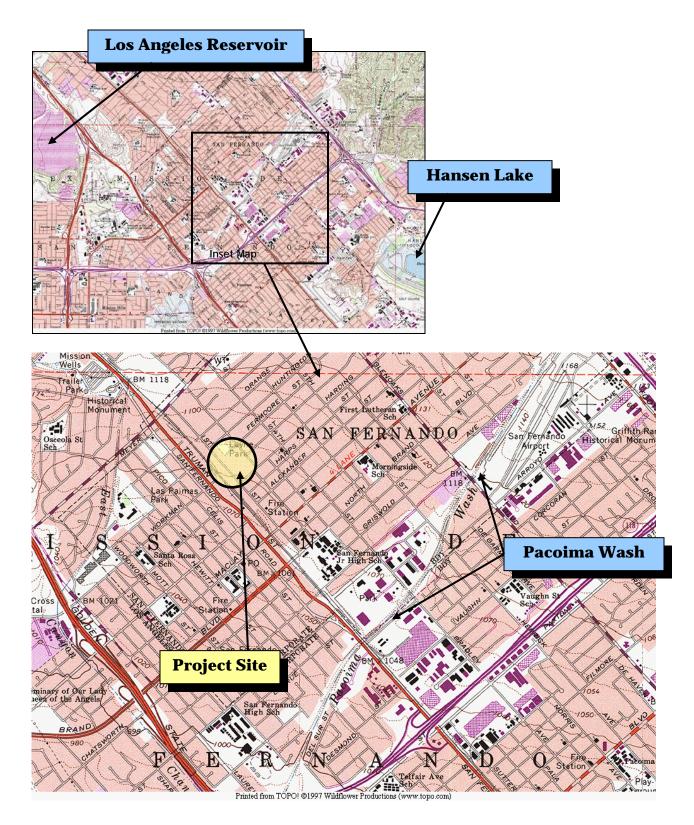


EXHIBIT 3-2 BIOLOGICAL RESOURCES

Source: United States Geological Survey

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 sites 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 4,300 feet to the southeast.⁴¹ As a result, the proposed project will 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 life corridors, or impede the use of native wildlife nursery sites? No Impact.

The project sites are currently undeveloped and the plants located onsite are limited to ruderal vegetation. As indicated in the preceding section, the adjacent properties are developed and do not contain any natural or native vegetation. No trees are located within either project sites' boundaries that could provide resting areas for migratory birds.⁴² No natural open space areas are located on-site or in the surrounding area that would potentially serve as an animal migration corridor. As a result, no significant adverse 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 sites and the adjacent properties do not contain any protected habitat. No trees are located within either of the project sites' boundaries. The project sites are currently vacant and the plants located onsite are limited to ruderal vegetation. The existing landscaping within the Phase 1 site is also in poor condition and the Phase 2 site is covered over in asphalt. As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources and no significant adverse impacts are anticipated.

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 sites are located within an urbanized setting, and no natural habitats are found within the adjacent areas. The project sites are not located within an area governed by a habitat conservation or community conservation plan.⁴³ As a result, no adverse impacts on local, regional or state habitat conservation plans will result from the proposed project's implementation.

⁴¹ City of San Fernando. San Fernando General Plan, Chapter 3, Conservation Element. Page CON-12. 1987

⁴² Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

⁴³ United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site specific. The proposed project will not involve any loss of protected habitat. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts. As result, the proposed project's implementation would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. 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 significant adverse 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 will 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.

3.5.2 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 of the State CEQA Guidelines? No Impact.

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. 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.

In 1874 San Fernando became "the first City of the valley" when Charles Maclay laid out the first township map for the "City of San Fernando." During this period, most of the settlements in the region were agriculturally based and centered around the citrus industry. During this early period, San Fernando served as a regional commercial center for the larger region. In 1876, the Southern Pacific Railroad linked San Fernando with Los Angeles and this increased access made the community a more viable place to live, subsequently driving up land values. The growth that followed effectively eliminated the citrus industry, and ultimately led to the City 's incorporation in 1911. As the area around Los Angeles urbanized, most of the surrounding cities were eventually annexed into the City of Los Angeles as a means to obtain access to water and services. However, San Fernando was able to maintain its independence due to its own deep well water supply.

A single location is recorded on the National Register of Historic Places: the Casa de Lopez Adobe located at 1100 Pico Street. In addition to its designation as a national historical site, it is also a state and county historical site. The City also completed a comprehensive historic resources preservation program. An initial step of this process involved the completion of a city-wide inventory of potential historically significant properties. The survey was completed by Cultural Resources Management LLC in 2002. The survey identified over 230 potentially significant historic sites including two that may be eligible for the National Register. The survey also identified a single potential National Register Historic District. The project sites are not included on this list. As a result, the proposed project's implementation will not result in any significant adverse impacts on historic resources.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? 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.⁴⁴

The great majority of the potential development sites in the City were previously disturbed and no archaeological resources were reported during previous grading and excavation activities in the area.⁴⁵ In addition, the project sites have undergone extensive disturbances as part of past construction activities. No significant archaeological sites are likely to be discovered during grading activities due to the degree of past disturbance.⁴⁶ As a result no impacts on archaeological resources are anticipated from the proposed project.

⁴⁴ McCawley, William. The First Angelinos, The Gabrielino Indians of Los Angeles. 1996.

⁴⁵ United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999.

⁴⁶ City of San Fernando. [Final] General Plan Environmental Impact Report. Section 4.12, Page 4.12-1.

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.⁴⁷ As a result, no significant adverse 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 sites is located adjacent to the San Fernando Mission. The cemetery is located at 1160 Stranwood Avenue next to 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 are not anticipated impact any interred human remains.

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 not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts 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.

3.6 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;

⁴⁷ Ibid. Page 4.12-2.

- ➤ 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 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), ground-shaking, liquefaction, or 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.

The Los Angeles Basin was a large marine embayment during the Miocene Period that extended as far inland as Pasadena and Pomona ultimately merging with the Ventura Basin. By the Pliocene, the embayment was smaller and generally covered an area slightly larger than the present day lowlands. Subsequent regressions of the coastline as well as uplift have exposed the current basin. The sedimentary deposits in the basin since the Miocene are reportedly as thick as 40,000 feet.⁴⁸ The City is located within the San Fernando Quadrangle. San Fernando and the neighboring communities are located in the northern San Fernando Valley floor in the southerly portion of the quadrangle. The San Gabriel Mountains extend along the northern half of the San Fernando Quadrangle. The eastern end of the Santa Susana Mountains also extends into the westerly portion of the Quadrangle. Canyons within the

 $^{^{48}}$ California Geological Survey. Open File Report 98-06. Seismic Hazard Evaluation of the San Fernando 7.5 Minute Quadrangle, Los Angeles County, California. 1998.

mountains extend in a southerly direction towards the San Fernando Valley. The San Fernando Valley is an east-trending structural trough within the Transverse Ranges of Southern California.

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.⁴⁹ 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, located 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.⁵⁰ 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.

⁴⁹ U.S. Geological Survey, Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360, 1985.

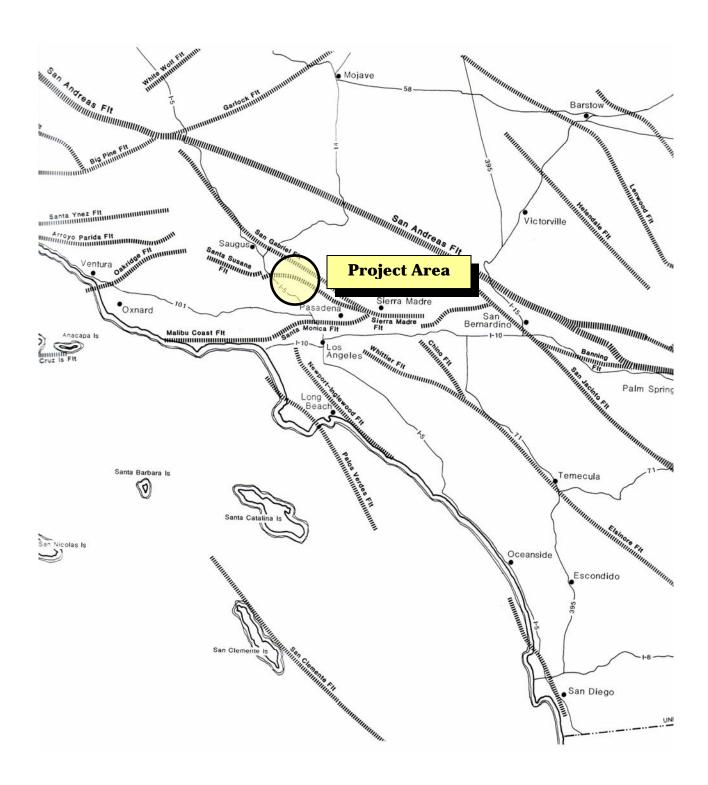


EXHIBIT 3-3
FAULTS IN THE SOUTHERN CALIFORNIA REGION

SOURCE: UNITED STATES GEOLOGICAL SURVEY

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 Aquist-Priolo Special Studies Zone. As a result, no surface rupture impacts will 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 will 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.⁵¹ 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.⁵²

According to the Seismic Zones Hazard Map prepared for the San Fernando 7 ½ 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 will 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 will not be significantly different from that anticipated for the surrounding areas. As a result, the proposed impacts are considered to be less than significant.

⁵¹ Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6)

⁵² 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.

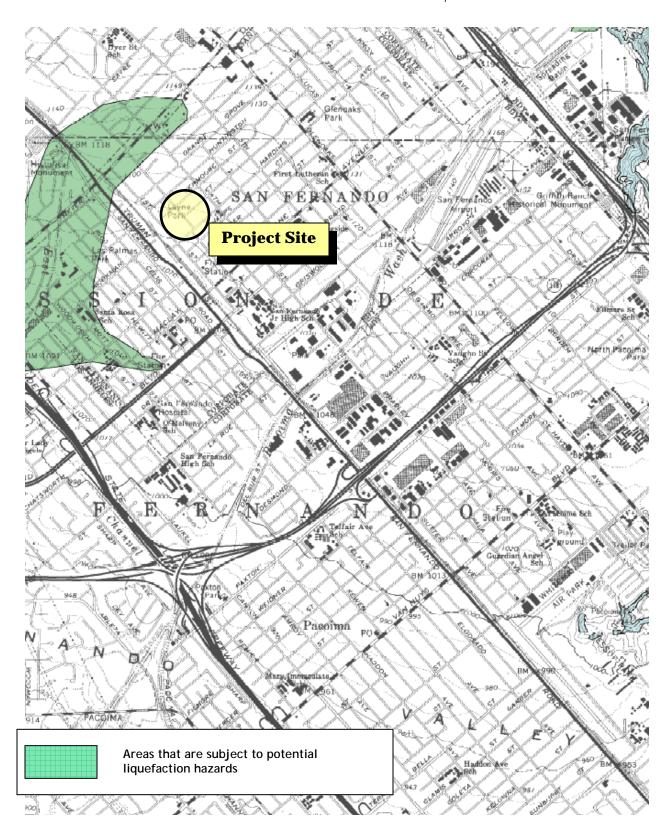


EXHIBIT 3-4
LIQUEFACTION HAZARDS IN THE SAN FERNANDO AREA
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? Less than Significant Impact

The project sites were previously covered over with impervious surfaces as part of the previous development. The Phase 1 site is covered over with grasses and ruderal vegetation. The future development arising as part of the proposed project's implementation will involve the continued covering of the site with impervious materials. As a result, the potential soil erosion impacts associated with future development are considered to be less than significant. Given the character of the site and that of the surrounding properties, no significant adverse impacts related to expansive soils are anticipated.

C. Would the project expose 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? No Impact.

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the project sites are not located within an area subject to potential slope failure.⁵³ The sites are 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 result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2001), creating substantial risks to life or property? No Impact.

The soils that underlie the project sites consist of silty sand, clayey sand, and clay. These soils do not represent a constraint to development, as evidenced by existing development found within the immediate area. 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 result in or expose 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? No Impact.

No septic tanks will be used as part of any future residential development. The proposed project will be required to connect with the nearby sanitary sewer system. As a result, no impacts associated with the use of septic tanks will 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

⁵³ California Division of Mines and Geology. Preliminary Map of Seismic Hazard Zones. 1998.

feature. As a result, no cumulative earth and geology impacts will occur as part of the proposed project's implementation.

3.6.4 MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology would result from the proposed project's approval and subsequent implementation. 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

3.7.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 State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG.⁵⁴

The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no federal standards for GHG emissions and federal regulations have not been promulgated. Recently, the U.S. Supreme Court ruled that the effects associated with climate change are serious and the EPA must regulate GHG as pollutants including the development of regulations for GHG emissions from new motor vehicles. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, promulgated the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.

⁵⁴ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

As indicated previously (refer to Table 3-3 which summarizes the daily operational emissions), the future emissions are less than SCAQMD thresholds.⁵⁵ As a result, the impacts related to additional greenhouse gas emissions will be less than significant.

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

The proposed project would incorporate a number of several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

Table 3-5
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures				
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 ½ 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%		
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.

⁵⁵ South Coast Air Quality Management District. CEQA Air Quality Handbook, Appendix 9. 2004 (as amended).

Table 3-6 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 3-6 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
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

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

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
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
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
Н-3	High Global Warming Potential Gases	Reduction in Perflourocarbons 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
Н-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 3-5), 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 will result from the proposed project's implementation.

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.

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? No Impact.

The project sites were previously occupied by a manufacturing use which was discontinued. The buildings that occupied the Phase 1 site were demolished and the site's clean-up was completed.⁵⁶ The Phase 2 site is occupied by a surface parking lot that provided parking for the aforementioned manufacturing land use. The proposed project involves the development of both sites as multiple-family residential. Hazardous chemicals and materials used on-site once the units are occupied will be limited to common household chemicals that are generally used in maintenance and cleaning. Because of the nature of the proposed residential use, no hazardous or acutely hazardous materials will be emitted. As a result, no significant adverse impacts are anticipated.

B. Would the project create a significant hazard to the public or the environment, or result in 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 will include 113 residential units in two buildings. The use of hazardous materials for the residential development will consist of those commonly found in a household setting for routine maintenance and cleaning. Environmental investigations and cleanup has been completed and a closure notice was prepared indicating the cleanup has taken place.⁵⁷ In the event that future excavation and asphalt removal activities encounter potentially hazardous materials, mitigation measures have been incorporated into Section 3.8.4. Adherence to the mitigation measures will 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.

Hazardous chemicals and materials used on-site will be limited to common household maintenance and cleaning products. Because of the nature of the proposed use, no hazardous or acutely hazardous materials will be emitted. As a result, no significant adverse impacts concerning a release of hazardous materials are anticipated.

⁵⁶ California Regional Water Quality Control Board. Closure Letter dated July 5, 2002.

⁵⁷ Ibid.

D. Would the project be located on a site, which is included on a list of hazardous material 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 65962.5.⁵⁸ No Cortese sites are found in the City. As a result, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the government code.

E. Would the project 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 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 sites are not located within 2 miles of an operational public airport. Whiteman Airport is located 2.3 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). The proposed building height of 45-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.

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 sites are not located within 2 miles of an operational private airstrip. As indicated previously, Whiteman Airport is located 2.3 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). 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.

⁵⁸ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

 $^{^{59}}$ Google Earth (the distances were calculated using the measuring tool).

⁶⁰ Ibid.

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. Fermoore Street is a cul-de-sac street located immediately west of the Phase 1 development site. This street segment provided the only existing access to the project site. 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 adjacent park, the surrounding residential neighborhood, and the industrial uses along First Street. 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 wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? No Impact.

The entire City is urbanized and the majority of the parcels are developed.⁶¹ 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.

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:

⁶¹ United State Geological Survey. San Fernando 7 1/2 Minute Quadrangle. Release Date March 25, 1999...

Mitigation Measure 10 (Hazardous Materials). Should hazardous materials be encountered during the construction phases, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Mitigation Measure 11 (Hazardous Materials). The building contractors must adhere to all requirements governing the handling, removal, and disposal of hazardous substances and materials that may be encountered during construction activities.

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;
- > 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 Phase 1 development site is currently vacant and covered over in grasses and ruderal vegetation. The Phase 2 site is currently paved and was used for surface parking. No industrial waste water discharges are anticipated as part of the occupancy of the proposed multiple-family residential development. As part of the development, certain improvements will be installed that will affect the amount of potential storm water runoff.⁶² The major source of potential water pollution 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 is ultimately conveyed to the regional storm drain system.

The National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit is a result of the Federal Clean Water Act (CWA) and is intended to reduce pollution and discharge of contaminants in the storm water system. The City is one of 84 municipalities in Los Angeles County that is required to abide by the conditions imposed by the Regional Water Quality Control Board through the NPDES permit process. CWA serves as the regulatory foundation for controlling water quality and includes two strategies for managing water quality. The first strategy employs a technology-based approach that establishes specific requirements as a means to manage pollutant levels using the best available control technology (BACT). The second strategy establishes limits on the amount of pollution that surface waters may be exposed to without adversely affecting the beneficial uses of those waters.

The first requirement involves the preparation, submittal, and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that includes design features and Best Management Practices ("BMPs") that are appropriate for the given project. The purpose of the SUSMP is to reduce the potential for post-construction pollutants entering into the storm water system. The City is required to approve the SUSMP prior to the issuance of any grading or building permit. The second requirement involves the preparation of a Storm-Water Pollution Prevention Plan (SWPPP) for development that disturbs areas of between 2 to 5 acres. The applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the state permit prior to issuance of a grading permit.⁶⁵

⁶² The first 3/4 inches of rainfall from any storm shall be treated and infiltrated through the use of vegetated swales.

⁶³ United States Environmental Protection Agency (EPA) http://cfpub.epa.gov/npdes/

⁶⁴ Once a surface water body is identified as being impaired, the individual states must then establish total maximum daily loads (MDL) for those pollutants creating the pollution through the development of a pollutant load allocation for both point and non-point sources that contribute to the degradation of the water quality.

⁶⁵ Los Angeles County Department of Public Works. A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP). September 2002.,

In California, the Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for administering the NPDES Program on behalf of the U.S. Environmental Protection Agency. The SWRCB issues "general" NPDES permits for construction activities and for certain types of industrial and commercial operations. General Permits reduce amount of time and expense required for compliance with the NPDES provisions of the Clean Water Act. The SUSMP requires that new developments and redevelopment projects employ a variety of general and land use specification measures to reduce the post-project discharge of pollutants from storm water conveyance systems to the "maximum extent practicable". In May 2000, the County of Los Angeles finalized its manual that details the requirements of the SUSMP projects that fall into any of the seven SUSMP development categories (including home subdivisions of between 10 to 99 housing units) are required to incorporate appropriate SUSMP requirements into project plans as part of the development plan approval process for building and grading permits.

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.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause 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 development will require footing and other substructures though this excavation will not be deep enough to interfere with groundwater supplies. The proposed multiple-family residential development is projected to consume approximately 22,600 gallons per day on a daily basis. This consumption rate assumes 200 gallons per day per unit. 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 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 Phase 1 development site is currently vacant and covered over in grasses and ruderal vegetation. The Phase 2 site is currently paved and was used for surface parking. No natural drainage or riparian areas remain within the project site due to the past development in the area. 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 the alteration of the course of a stream or river, 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 sites are located in the midst of an existing neighborhood and no natural drainage features are found within the project site or the adjacent parcels.⁶⁶ As a result, no impacts are anticipated.

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

The Phase 1 development (the Fermoore Street phase) will be constructed within a 79,286 square foot site (1.82-acres) that is located between Harding Avenue (on the east) and Fermoore Street on the west). The Phase 2 development (the Harding Avenue phase) consisting of a 21,438 square foot site (0.49-acres), is located on the east side of Harding Avenue, opposite of the Phase 1 development site. Both sites are vacant at this time. The total land area of the two sites is 2.31-acres. Following development, the amount of impervious area will increase by approximately 1.8 acres. All of this additional impervious area is located within the Phase 1 development site.

Following development, sheet flow from rain will flow offsite into the adjacent curbs and gutters in the absence of mitigation. As part of the site's development, certain improvements will be installed that will affect the amount of potential storm water runoff. The first 3/4 inches of rainfall from any storm shall be treated and infiltrated through the use of vegetated swales. Mitigation has been recommended as a means to control potential 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.

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 National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit is a result of the Federal Clean Water Act (CWA) and is intended to reduce pollution and discharge of contaminants in the storm water system. The City is one of 84 municipalities in Los Angeles County that is required to abide by the conditions imposed by the Regional Water Quality Control Board through the NPDES permit process.

⁶⁶ United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999.

Water runoff is regulated through NPDES permits for individual dischargers. The first requirement involves the preparation, submittal, and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that includes design features and Best Management Practices ("BMPs") that are appropriate for the given project. The purpose of the SUSMP is to reduce the potential for post-construction pollutants entering into the storm water system. The City is required to approve the SUSMP prior to the issuance of any grading or building permit. The second requirement involves the preparation of a Storm-Water Pollution Prevention Plan (SWPPP) for development that disturbs areas of between 2 to 5 acres. The applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the state permit prior to issuance of a grading permit.

In California, the Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for administering the NPDES Program on behalf of the U.S. Environmental Protection Agency. The SWRCB issues "general" NPDES permits for construction activities and for certain types of industrial and commercial operations. General Permits reduce amount of time and expense required for compliance with the NPDES provisions of the Clean Water Act. The RWQCB recently adopted the Standard Urban Storm Water Mitigation Plan (SUSMP), which took effect in October 2000. The SUSMP requires that new developments and redevelopment projects employ a variety of general and land use specification measures to reduce the post-project discharge of pollutants from storm water conveyance systems to the "maximum extent practicable". ⁶⁷

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).⁶⁸ As a result, no housing will be placed within a designated flood zone since neither site is located within a flood hazard area, as defined by FEMA's Flood Insurance Rate Maps (FIRM).⁶⁹ Therefore, no impacts related to flood flows are associated with the proposed project's implementation.

⁶⁷ In May 2000, the County of Los Angeles finalized its manual that details the requirements of the SUSMP projects that fall into any of the seven SUSMP development categories (including home subdivisions of between 10 to 99 housing units) are required to incorporate appropriate SUSMP requirements into project plans as part of the development plan approval process for building and grading permits.

⁶⁸ Federal Emergency Management Agency. Interim Maps for AR Zone. 2012

⁶⁹ Ibid.

H. Would the project place within a 100-year flood hazard area, structures that 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.⁷⁰ 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.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? 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 sites are 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.⁷¹ 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.

⁷⁰ Federal Emergency Management Agency. *Interim Maps for AR Zone*. 2012

⁷¹ United State Geological Survey. San Fernando 7 ½ Minute Quadrangle. Release Date March 25, 1999.

Mitigation Measure 12 (Water Quality). The applicant will be required to submit a grading and drainage plan for on-site as well as elevations along the adjacent lots. The applicant will also be required to submit a hydrology study that indicates how the area will drain down to the First Street storm drain.

Mitigation Measure 13 (Water Quality). 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 14 (Water Quality). 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.

Mitigation Measure 15 (Water Quality). 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 or disrupt an established community or otherwise result in an incompatible land use? No Impact.

The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites. Layne Park is located immediately west of the Phase 1 development site, on the west side of Fermoore Street. An aerial photograph indicating land uses and development in the area is provided in Exhibit 2-4. 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 multiple-family residential development, consisting of 113 residential dwelling units, 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 an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a 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 zoning for the site and the surrounding area is provided in Exhibit 3-5. The proposed project, as it is currently proposed, will require the approval of a general plan map amendment, a zone change, and a number of variances from the zoning requirements. As part of the proposed project's implementation, the City will consider the following:

- > Phase 1 Fermoore St. A rezoning and general plan map amendment for the Femoore Street (Phase 1) site will be needed to accommodate the proposed residential development. These three lots will also require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).
- ➤ Phase 1 Fermoore St. The R3 zoning currently being sought for the Fermoore Street (Phase 1) site allows for 78 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional 6 units under Government Code Section 65915 (State Density Bonus Law).
- ➤ Phase 1 Fermoore St. The three concessions being sought are the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 24 low income units at or below 80% AMI (area median income).
- ➤ Phase 1 Fermoore St. The Phase 1 development will also require a lot line adjustment to three parcels consisting of APNs 2520-011-006, 2520-011-041, 2520-011-043.
- ➤ Phase 2 Harding Ave. A rezoning and general plan amendment will also be needed for the Harding Avenue (Phase 2) site to accommodate the proposed residential development. One lot (APN 2520-017-002) will require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).
- ➤ Phase 2 Harding Ave. The R-3 zoning currently being sought for the Phase 2 (Harding Avenue site) permits 21 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. is seeking approvals for an additional 9 units under G.C. §65915.

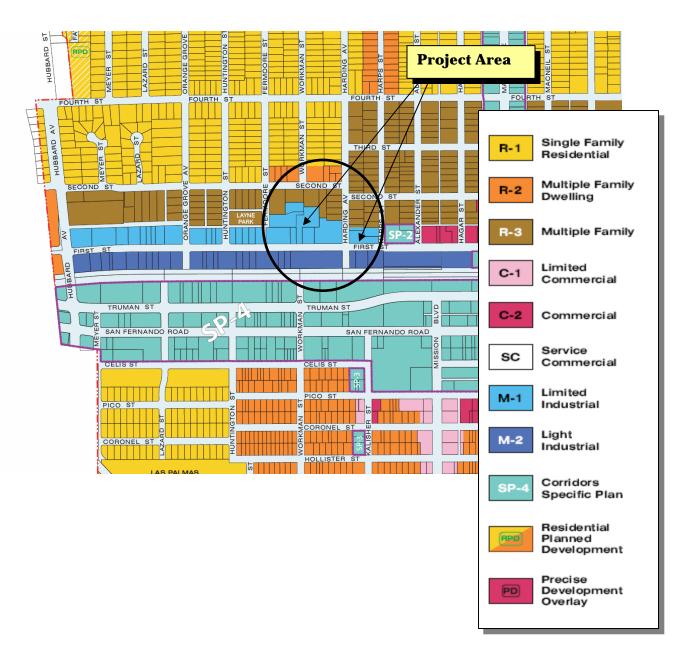


EXHIBIT 3-5 ZONING MAP

SOURCE: CITY OF SAN FERNANDO

➤ Phase 2 Harding Ave. The three concessions being sought include the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and a reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 7 low-income units at or below 80% AMI (area median income).

The multiple family residential development will be consistent with both the City's general plan and zoning designations after the general plan map amendment and the rezoning. In addition, there are a number of newer multiple family residential developments with similar development densities recently constructed in this area of the City. Given the proposed project's consistency with the existing land uses in the area and the City's general plan in terms of use, the impacts related to the proposed project's implementation are less than significant.

C. Will 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).⁷² 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

⁷² Blodgett/Baylosis Associates. Site Survey. February 15, 2012.

> 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 or 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 with active mineral extraction activities.⁷³ 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, noise ordinance or applicable standards of other agencies;

⁷³ Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

- 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;
- > 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 3-6.74

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.75

⁷⁴ Bugliarello, et. al., The Impact of Noise Pollution, Chapter 127, 1975.

⁷⁵ Ibid.

Noise Levels - in dBA

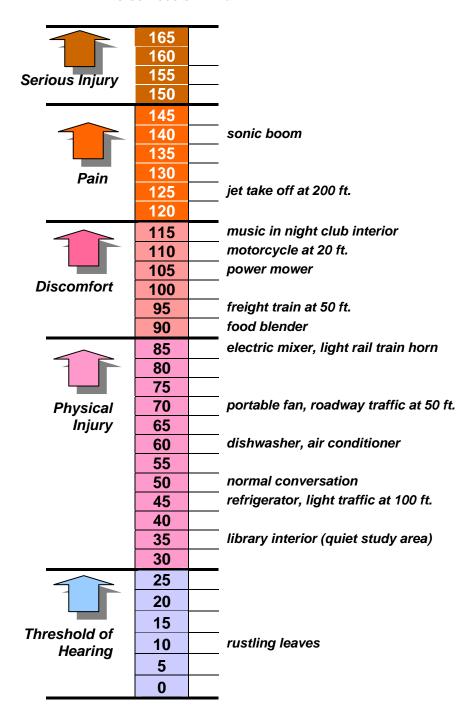


EXHIBIT 3-6
NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES

Source: Blodgett/Baylosis Associates

The current noise environment within the project area is dominated by traffic noise emanating from First Street and other local streets and rail traffic using the nearby railroad right-of-way. 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.

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

As part of future multiple-family residential 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 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. In addition, highway construction is accomplished in several different phases. 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.

Section 3 • Environmental Analysis

⁷⁶ Blodgett/Baylosis Associates. Site Survey. February 15, 2012.

Noise Levels - in dBA

			70	80	90	100	110
		Compactors (Rollers)					
	_	Front Loaders					
	Earth Moving Equipment	Backhoes					
rnal	arth Moving Equipment	Tractors					
Intel	Earl Eç	Scrapers, Graders					
Equipment Powered by Internal Combustion Engines		Pavers					
ered n Ei		Trucks					
Pow	ť	Concrete Mixers					
ent F mbu	Materials Handling Equipment	Concrete Pumps					
ipme Co	pme Col Mate Hanc	Cranes (Movable)					
Equi	7	Cranes (Derrick)					
	ry	Pumps					
	Stationary Equipment	Generators					
	Stat Equ	Compressors					
lane se	001	Pneumatic Wrenches					
Impact Equipment		Jack Hammers					
		Pile Drivers					
Oth		Vibrators					
Equip	ment	Saws					

EXHIBIT 3-7 TYPICAL CONSTRUCTION NOISE LEVELS 50-FEET FROM THE NOISE SOURCE

Source: Blodgett/Baylosis Associates

Composite construction noise is best characterized by Bolt, Beranek, and Newman.⁷⁷ 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. 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 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 sites are not located within two miles of an operational *public* airport. Whiteman Airport is located 2.3 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. 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 2.3 miles to the southeast of the project site and is a general aviation facility owned by Los Angeles County. 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). As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

⁷⁷ USEPA, Protective Noise Levels. 1971.

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 16 (Construction Noise Control). 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 17 (Construction Noise Control). 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 18 (Construction Noise Control). Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure 19 (Construction Noise Control). The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Mitigation Measure 20 (Construction Noise Control). 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.

3.13.2 Analysis of Environmental Impacts

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? Less Than Significant Impact.

The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units and 26 units will be three-bedroom units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units. Of this total, 20 units will be one-bedroom units and 9 units will be three-bedroom units.⁷⁸ Of the total 113 units for both phases, 78 units will be one-bedroom units and 35-units will be three-bedroom units.

Assuming a maximum of two persons in the in the one-bedroom units and 4 persons occupying the 3-bedroom units, the potential resident population for the 113 new units will be 298 persons. The one bedroom unit floor plan will have a floor area of 550 square feet and the three-bedroom floor plan will have a floor area of 1,050 square feet.⁷⁹

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 3-7. 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.

Table 3-7
Potential Growth-Inducing Impacts

Project's Potential Contribution	Basis for Determination			
Factor Contributing to Growth Inducement. New development in an area presently underutilized and economic factors that may influence development.				
The proposed project will promote development of underutilized and blighted property. The proposed project's implementation will provide additional affordable housing in the City.				
Factor Contributing to Growth Inducement. Extension of roadways and other transportation facilities.				
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.			

⁷⁸ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

 $^{^{79}}$ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

Table 3-7 Potential Growth-Inducing Impacts

Project's Potential Contribution	Basis for Determination			
Factor Contributing to Growth Inducement. Extension of infrastructure and other improvements and major off-site public projects (treatment plants, etc).				
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.			
Factor Contributing to Growth Inducement. Removal of housing re	equiring replacement housing elsewhere.			
The project involves the construction of 113 units with the majority consisting of affordable units.	No housing units will be displaced.			
Factor Contributing to Growth Inducement. Additional population	n growth leading to increased demand for goods and services.			
The proposed project provides for limited population growth.	Any additional short term employment is considered to be a beneficial impact.			
Factor Contributing to Growth Inducement. Short-term growth inducing impacts related to the project's construction.				
Potential development will result in the creation of new construction employment.	Short-term increases in construction employment			

Source: Blodgett/Baylosis Associates. 2012.

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

The proposed project involves the construction of two, multiple-family residential structures within the two sites that are currently vacant.⁸⁰ 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 113 units within two sites that are presently vacant. Since no existing housing units will be demolished, no displacement of persons will result from the proposed project's implementation.

⁸⁰ Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

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 impact 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, the construction of which would cause significant environmental impact in order to maintain 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, the construction of which would 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, the construction of which would 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, the construction of which would 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, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services? 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 3-8.

Table 3-8
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

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 new apartment buildings containing 113 residential units will potentially result in an incremental increase in the demand for emergency services. For this reason, the mitigation has been included in Section 3.14.4. The implementation of the 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, the construction of which would 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 multiple-family residential development will potentially result in an incremental increase in the demand for law enforcement services. For this reason, mitigation has been included in Section 3.14.4. 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, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? 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 combined enrollment of 12,061 students.

The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units and 26 units will be three-bedroom units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units. Of this total, 20 units will be one-bedroom units and 9 units will be three-bedroom units. The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units. For purposes of the analysis, the 35 three bedroom units were assumed to potentially include students. Assuming a maximum of up to 2 school aged children occupying each of the 3-bedroom units, the potential student population would be 70 students. The school enrollment impacts will be off-set by school fees that will be paid by the developer. 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, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to other governmental services? Less Than Significant impact.

The addition of 113 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.

 $^{^{\}rm 81}$ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

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.

Mitigation Measure 21 (Public Services). 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 22 (Public Services). The projects' management must ensure that all fire lanes remain open at all times.

Mitigation Measure 23 (Public Services). 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.

Mitigation Measure 24 (Public Services). The proposed fire lane/driveway along Fermoore Street must be realigned and located within the property line (and not within the neighboring lot). In the event that it is located in the neighboring lot, documentation from the neighbor that grants the developer permission to build fire lane/driveway over his lot must be submitted and recorded as a private easement. Any recorded easements as a result of this development must be submitted to the City.

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.

Layne Park is located opposite the proposed Phase 1 project site on the west side of Fermoore Street.⁸² The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units.⁸³ The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units. Assuming a maximum of two persons in the in the one-bedroom units and 4 persons occupying the 3-bedroom units, the potential resident population for the 113 new units will be 298 persons.

The potential resident population of 298 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 0.27-acres of additional park or open space should be provided to accommodate the anticipated demand. However, the proposed project is located adjacent to the Layne Park, and as a result, these impacts will be less than significant.

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

The proposed project's 113 units will potentially result in a resident population of up to 298 persons. The potential resident population will lead to an incremental increase in the demand on existing recreation services. However, the proposed project is consistent with the growth projections developed for the City by SCAG. This 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.

⁸² United State Geological Survey. San Fernando 7 1/2 Minute Quadrangle. Release Date March 25, 1999.

⁸³ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

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;
- > Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that result in substantial safety risks;
- > Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- > Results 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.

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 with Mitigation.

The project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermoore Street) development will be provided by a driveway located at the end of the Fermoore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site's southerly side continuing easterly to Harding Avenue.⁸⁴ Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.⁸⁵

The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units. The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units.

Studies by the Institute of Transportation Engineers (ITE), Caltrans, SANDAG, and others have identified generalized factors that relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors that best match the type of developments contemplated. The quantity of floor area, number of employees, density of development, the availability of public transportation, and the location of a project all affect the traffic generation rate. While there are many different types of uses and many parameters upon which to estimate traffic (acreage, floor area square footage, employment, etc.) the most commonly used variable for residential development is the number of occupied dwelling units.

In order to evaluate the quantity of traffic generated by the proposed project, ITE traffic generation factors from the 8th Edition of the Traffic Generation Manual (2008) were applied to the proposed multiple-family residential development for the daily and the morning and evening peak periods. The trip rates assumed a given generation on a *per unit basis*. Table 3-9 indicates the trip generation for the proposed project. The proposed project, at full occupancy is projected to generate 752 trips during an

⁸⁴ Mitigation is included in this section (Section 3.16) that calls for the use of the emergency access connection as the primary vehicular access.

 $^{^{85}}$ John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

 $^{^{86}}$ Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

average week day. Of this total, 58 trips will occur during the morning peak hour (AM peak hour) and 70 trips will occur during the evening (PM peak hour).

Table 3-9 Weekday Trip Generation (Trips/Day)

	Daily Trip	Peak Hour Traffic Volumes			
Project Component	Ends/Unit	AM Peak Hour	PM Peak Hour		
Generation Rates (Residential Units)	6.65 trips/unit	0.51 trips/unit	0.62 trips/unit		
Traffic Generation (Phase 1 - 84 units)	559 trips/day	43 trips/pk. hr	52 trips/pk. hr		
Traffic Generation (Phase 2 - 29 units)	193 trips/day	15 trips/ pk. hr	18 trips/ pk. hr		
Total Future Traffic Generation	752 trips/day	58 trips/ pk. hr	70 trips/ pk. hr		

Source: Institute of Transportation Engineers. Trip Generation 8th Edition. 2008

As indicated in the previous sections, the City is obligated under state law, to fulfill the RHNA requirements that have been assigned to the City. As part of the RHNA's development, SCAG relied on growth projections developed as part of the Regional Transportation Plan (RTP). These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP.

The proposed multiple-family residential development will potentially result in an incremental increase in traffic. These trips will be distributed throughout the City and the level of service of individual intersections will not be significantly affected. However, the mitigation has been included in Section 3.16.4. The implementation of the mitigation will reduce the level of impact to less than significant.

B. Would the project result in a conflict with an applicable congestions 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 with Mitigation.

The proposed project, at full occupancy is projected to generate 752 trips during an average week day. Of this total, 58 trips will occur during the morning peak hour (AM peak hour) and 70 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.⁸⁷

The project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermoore Street) development will be provided by a driveway located at the end of the Fermoore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site's southerly side continuing easterly to Harding Avenue. Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.

 $^{^{87}\,\}mbox{The threshold}$ is 150 vehicles per peak hour.

The Phase 1 (Fermoore St.) development will provide 112 parking spaces in the ground kevel parking area. The Phase 2 (Harding Ave.) development will provide 40 parking spaces in the ground level parking area. The applicant is requesting and will receive a State mandated parking ratio pursuant to the State's density bonus law. The State's parking ratio in these instances will be 1 space/one-bedroom unit and 2 spaces for the three-bedroom units. As indicated below, both the Phase 1 and Phase 2 developments will meet the parking requirements pursuant to the State's density bonus requirements.

Phase 1 (Fermoore St.)

58 one-bedroom units X 1 parking space/unit = 58 spaces
26 three-bedroom units X 2 parking space/unit = 52 spaces
Total spaces required under State Density Bonus
Spaces provided = 112 spaces

Phase 2 (Harding Ave.)

20 one-bedroom units X 1 parking space/unit =20 spaces
9 three-bedroom units X 2 parking space/unit =18 spaces
Total spaces required under State Density Bonus =38 spaces
Spaces provided =40 spaces

No parking variance will be required with the application of the State's density bonus parking requirements. Furthermore, the new State Department of Conservation CEQA Checklist does not include parking demand as having a potential impact. This is largely due to the State's sustainable development initiatives that are designed to discourage excess parking. However, mitigation has been included in Section 3.16.4 as a means to ensure that spill over parking does not occur outside of the designated parking areas. The implementation of the mitigation will reduce the level of impact to less than significant.

C. Would the project results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? No Impact.

The proposed 113 unit multiple-family residential development will not result in traffic air traffic patterns. As a result, no significant averse 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. As a result, no impacts on the design or operation of the existing right-of-way facilities will occur. A mitigation measure has been identified in Section 3.16.4 that requires the applicant to submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The analysis must also consider stop signs and/or signal timing. A protected left turn arrow may be needed at the traffic signal on First Street and Harding Avenue in order to accommodate the increased traffic flow on to First Street.

E. Would the project result in inadequate emergency access? No Impact.

At no time will Harding Avenue or First Street Jessie Street or Park Avenue 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 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.

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 Impact.

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 Harding Avenue or Fermore Street. The proposed project will be required to remove and replace broken, damaged, or deteriorated sidewalk per the discretion of Public Works department. In addition, the project will require wheel chair access ramps at designated intersections identified by the Public Works Department. As a result, the proposed project's implementation will not result in any significant adverse 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 the following mitigation would be required as a means to mitigate potential adverse impacts that would result from the proposed project.

Mitigation Measure 25 (Traffic Impacts). The applicant must submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The

analysis must also consider stop signs or signal timing. A protected left turn arrow may be needed at the traffic signal on First Street and Harding Avenue in order to accommodate the increased traffic flow on to First Street.

Mitigation Measure 26 (Traffic Impacts). The applicant will be required to rehabilitate the existing street pavement on First Street and Harding Avenue based on the recommendations of the applicant's Soils/Pavement Engineer and the Off-site Improvement Plan.

Mitigation Measure 27 (Traffic Impacts). The applicant shall ensure all adjacent properties in culde-sacs have access to public right-of-way by providing lot dedications as needed. In addition, the fire access road identified on the site plan for the Phase 1 development shall be upgraded to accommodate primary vehicular access.

Mitigation Measure 28 (Traffic Impacts). All driveways and fire lanes must be kept open at all times. No resident or guest parking will be permitted. Preferential rentals will be granted to those households that will rely on public transportation or those that have a single vehicle. No storage of inoperable vehicles in the designated parking stalls will be permitted. Tandem parking stalls will be assigned to the three-bedroom units.

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 overcapacity 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 inadequate capacity to serve the project's projected demand;
- > The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- > Non-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 (113 units) is anticipated to generate approximately 13,560 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit. 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 significant adverse 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.⁸⁸ The waste treatment facilities are described in the previous section.

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 development contemplated under the proposed project (113 units) is anticipated to generate approximately 13,560 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit. The nearest water lines to the project site include a 6-inch line in First Street, an 8-inch line in Second Street, and a 12-inch line in Harding Avenue. The future

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 $^{^{88}}$ City of San Fernando. Annual Water Quality Report 2009. 2011

residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. The proposed multiple-family residential development will potentially require local water and sewer improvements to accommodate the projected increase in demand.

Currently the water delivery system surrounding the project site includes: 12-inch ductile iron pipe on First Street, an 8-inch cast iron pipe on First Street, a 12-inch ductile iron pipe on Harding Avenue, and am 8-inch steel pipe on Harding Avenue. The current sewer system includes: 8-inch sewer line on First Street and a 15-inch sewer line on Harding Avenue. The 15-inch sewer line on Harding meets the 8-inch sewer line on First Street and goes into a 15-inch sewer line on First Street. The sewer line at First Street is working at maximum capacity during peak hours. The developer may have to extend the sewer main on Maclay at the alley down to Maclay at Celis in order to divert some of the sewage flow and be able to connect to the sewer system. The project's engineer should consider existing sewer capacity and proposed sewage flow resulting from this development. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan. Mitigation has been included in Section 3.17.4. 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 with Mitigation.

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 nearest water lines to the project site include a 6-inch line in First Street, an 8-inch line in Second Street, and a 12-inch line in Harding Avenue. The future residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. The City's local groundwater supply is provided by four water wells and imported supplies are available from a connection to an MWD line. The City's water distribution system consists of approximately 5,000 service connections and a 66.5 mile system of water lines. According to

CITY OF SAN FERNANDO MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY • HARDING AVE./FERMOORE ST. APARTMENTS

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 provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less than Significant Impact.

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 lines. The future residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. 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 Crown Disposal Company Inc. under contract. Crown Disposal Co., 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 113 residential units possible under the proposed project's implementation are projected to generate 452 pounds of solid waste on a daily basis assuming 4 pounds of solid waste per day, per unit. This represents less than 0.001% of the total daily authorized waste capacity of the Bradley Landfill. As a result, the potential solid waste impacts from future development are considered to be less than significant.

F. 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.

G. 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.

H. Would the project result in a need for new systems, or substantial alterations in communications systems? No Impact.

Future residential development will require continued telephone service from various local and longdistance providers. The existing telephone lines on Harding Avenue 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 there would 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 29 (Utility Impacts). The applicant must submit a Utility Plan showing all existing public utilities and any proposed relocations/realignments. Also the plan must identify any proposed relocation of sewer laterals, water service, water meter, and fire hydrant and how they line up with proposed development.

Mitigation Measure 26 (Utility Impacts). The applicant will be required to submit an Off-site Improvement Plan with quantities and cost estimate, including all utilities and improvements in the public right-of-way (sidewalk, driveway, curb and gutter), wheel chair ramps, parkway trees, street improvements, striping, et cetera. A cost estimate must also be prepared by a California Registered Civil Engineer based on mutually agreed unit prices.

Mitigation Measure 27 (Utility Impacts). The applicant shall submit s 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 or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan.

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.
- > 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 habitant upon which any wildlife depends.



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.



Section 4 ● Conclusions Page 102

SECTION 5 REFERENCES

5.1 PREPARES

BLODGETT/BAYLOSIS ASSOCIATES P.O. Box 844 Whittier, CA 90608 (626) 336-0033

Marc Blodgett, Project Manager

5.2 REFERENCES

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Section 5

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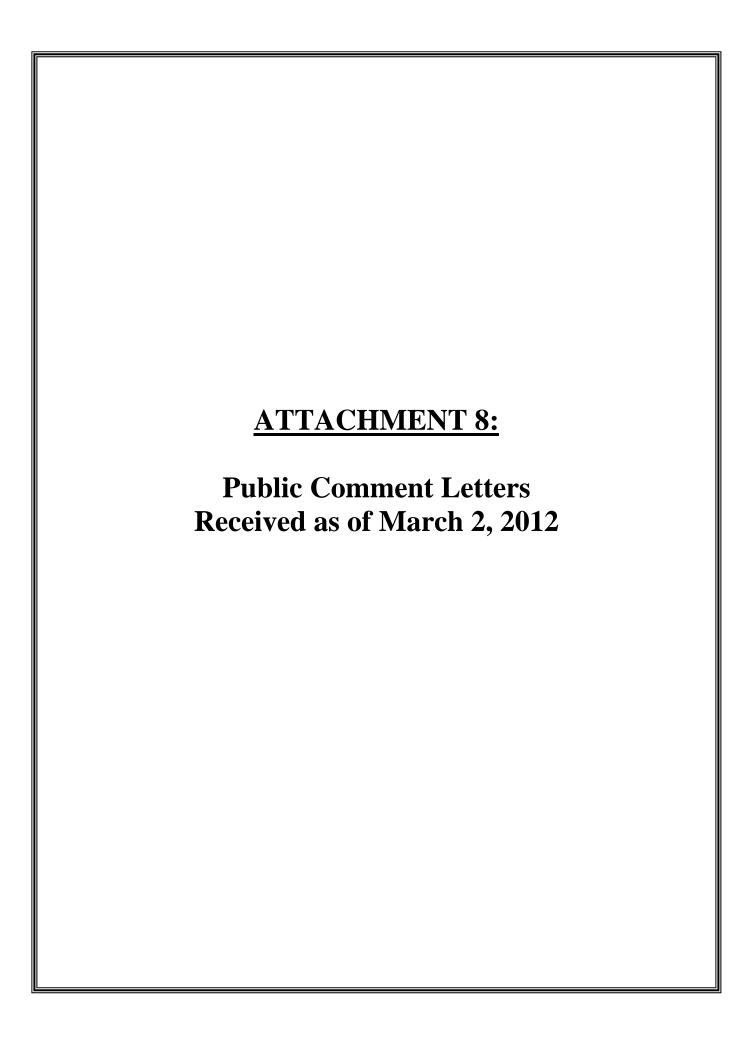
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Selective 1111 Harris, LLC, a California Limited Liability Company

15840 Ventura Blvd., Suite 310 Encino, CA 91436 818-995-4900 • Fax 818-995-4911 www.SelectiveRE.com

February 27, 2012

Mr. Fred Ramirez Senior Planner City of San Fernando 117 Macneil St. San Fernando, CA 91340-2993

RE: Harding Ave./Fermoore St. Apartment Project Proposed General Plan Amendment / Site Plan Review Project 2012-01

Dear Mr. Ramirez,

Per our conversation today, we are responding to the proposed project with the following comments:

We are most concerned about:

- 1. The Project, while meeting State parking requirements, is not in compliance with current City of San Fernando parking requirements or those practical parking needs of the immediate area.
- 2. Businesses along First Street need access to the street parking during business hours for vendors, customers and other parties visiting the businesses.
- 3. Overflow parking by Project residents and/or its visitors will impact First Street parking used by businesses between Harding Avenue and N. Huntington Streets.
- 4. The ability to retain businesses or attract new businesses to the First Street corridor may be impacted permanently and in an irreversible manner if there is inadequate parking. A lack of adequate parking will make the immediate area less attractive when businesses are deciding to stay or leave.

We believe the above concerns need to be addressed by Section 3.16 of the February 24, 2012 Mitigated Negative Declaration and Initial Study the "Environmental Impact Report."

While all projects are to be "self-parked" per City and or State code, the reality is that street parking along First Street is in short supply when all commercial parcels are occupied by operating businesses. This is evidenced below by photos along First St.

Below are recent photographs of First Street existing conditions as of February 27, 2012 at approximately 2pm.



View to the North from First Street showing nearly all street parking is occupied.



View of 1516 First Street with no spaces available.



View of 1621 First Street which is vacant and is the only area on First Street with open parking since the business is closed.



View of 1712 First Street which is occupied by operating businesses and illustrates limited extra parking available.

A proposed solution to address the above concerns would be to require the Project's developer to install "No Overnight Parking Signs" and to limit the number of daytime parking hours to a maximum of between 3 hours and 4 hours.

Again, while all projects are supposed to be "self-parked", the reality is that street parking along First Street is in short supply when all commercial parcels are occupied by operating businesses. We firmly believe that adding 84 residential units in the immediate area in Phase I and then 29 residential units in Phase II will add additional demand for on-street parking. This condition can be mitigated as outlined above or through another means as the City deems appropriate.

Please respond to me as to how the City envisions addressing the concerns mentioned above.

Sincerely,

Selective 1111 Harris, LLC a California Limited Liability Company

By: Selective Real Estate Investments, it's

Manager

By: Brian A. Fagan

Brian Fran

President

Cc: Edgar Arroyo, City of San Fernando email: earroyo@sfcity.org

Sent: Friday, March 02, 2012 2:06 PM

To: Federico Ramirez

Subject: Public Works

3/2/12

To Whom It May Concern:

Re: Development on Harps St and Harding St

I have received notification that the land on Harding St/First St and Harps/First St is in the planning stages for low income apartment housing.

As a homeowner I have the following concerns and would like them to be addressed before this begins.

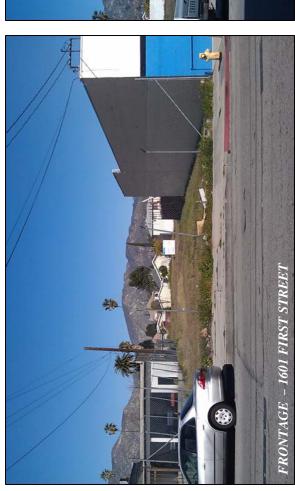
- privacy issues-With a project as high as 4 stories this takes away the privacy from our home. We
 would like to make sure that mature landscaping is planted to prevent this from happening and
 that the new building is set back enough to prevent invasion of our privacy
- we are asking that balconies are NOT built facing our property as this is also an invasion of privacy
- dust nuisance-With the amount of construction that will be going on, we would like to make sure that the builder has a plan to prevent dust from affecting our daily lives
- traffic control-traffic speed and congestion is and has been a concern on First St and on Harps St. We are asking that the development owners be responsible for installing speed bumps on Harps St and First St.
- Traffic lights-we are asking that the timer be adjusted on 1st St and Harding to allow for more time to exit Harps St onto First St

Should you have any questions please feel free to contact us.

Regards,

Jesus and Yolanda Haro Homeowners 123 Harps St San Fernando CA 91340

ATTACHMENT 9: Project Site Photos	
Project Site Pilotos	





SITE PHOTOS – PHASE 1: FERMOORE STREET APARTMENT SITE







SITE PHOTOS – PHASE 1: FERMOORE STREET APARTMENT SITE

























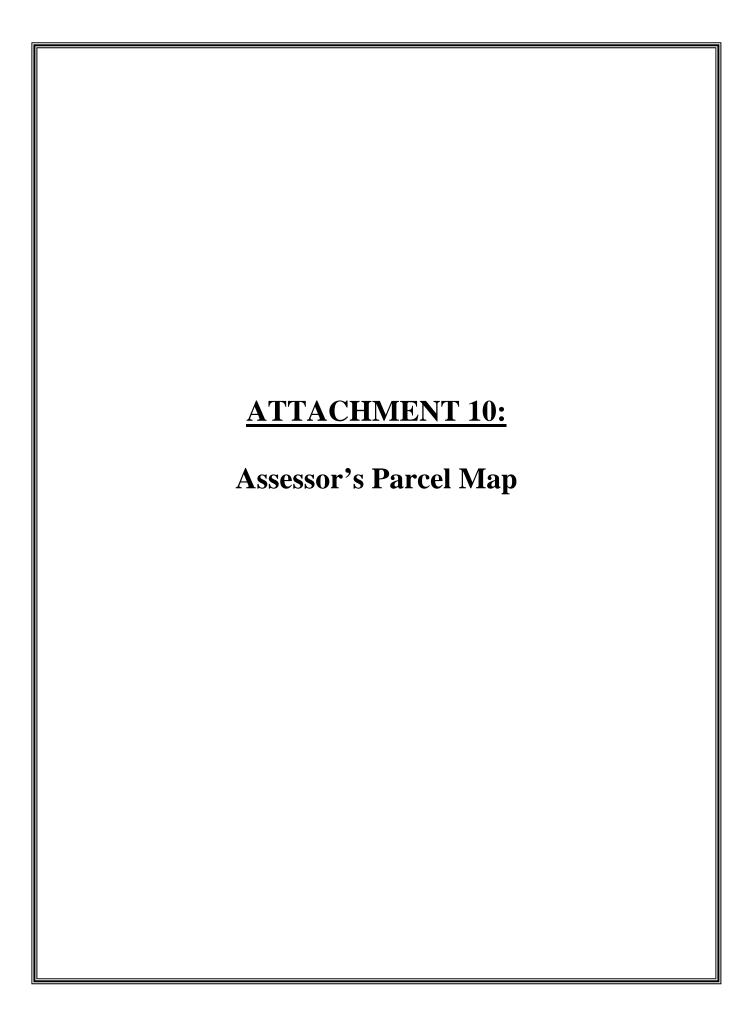
PHOTOS OF NEIGHBORING PROPERTIES ON FIRST STREET

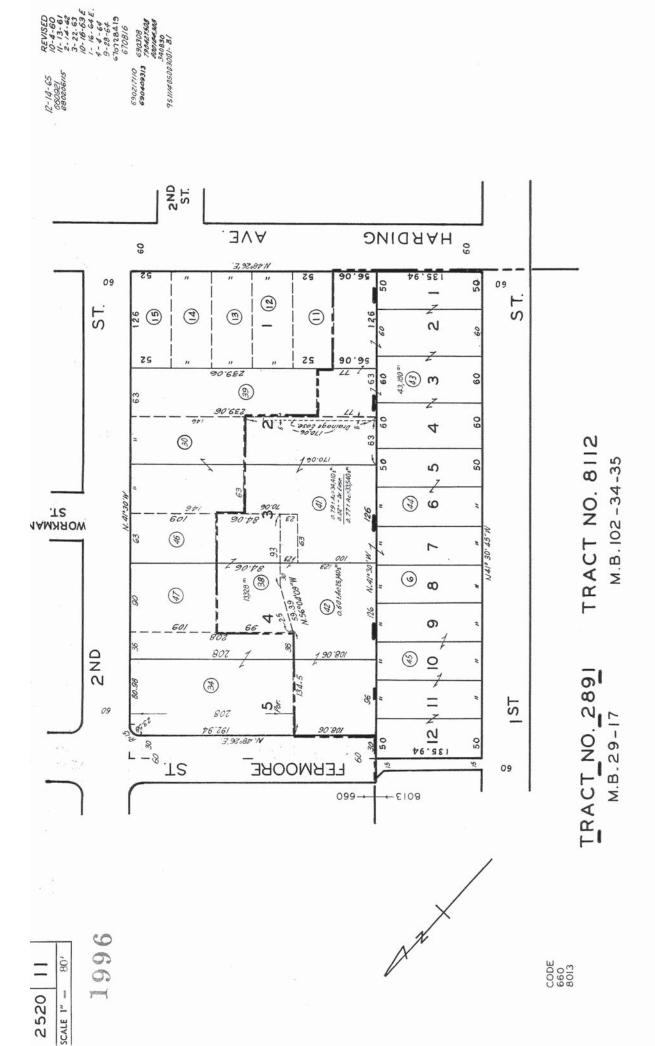




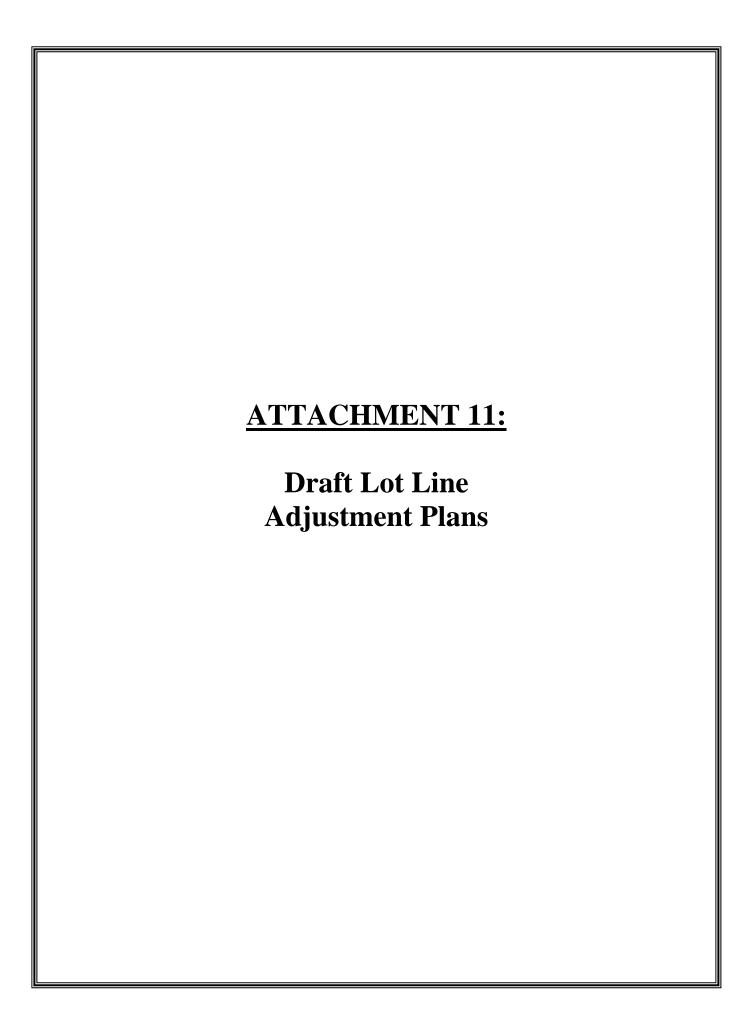
PHOTOS OF NEIGHBORING PROPERTIES ON FERMOORE STREET

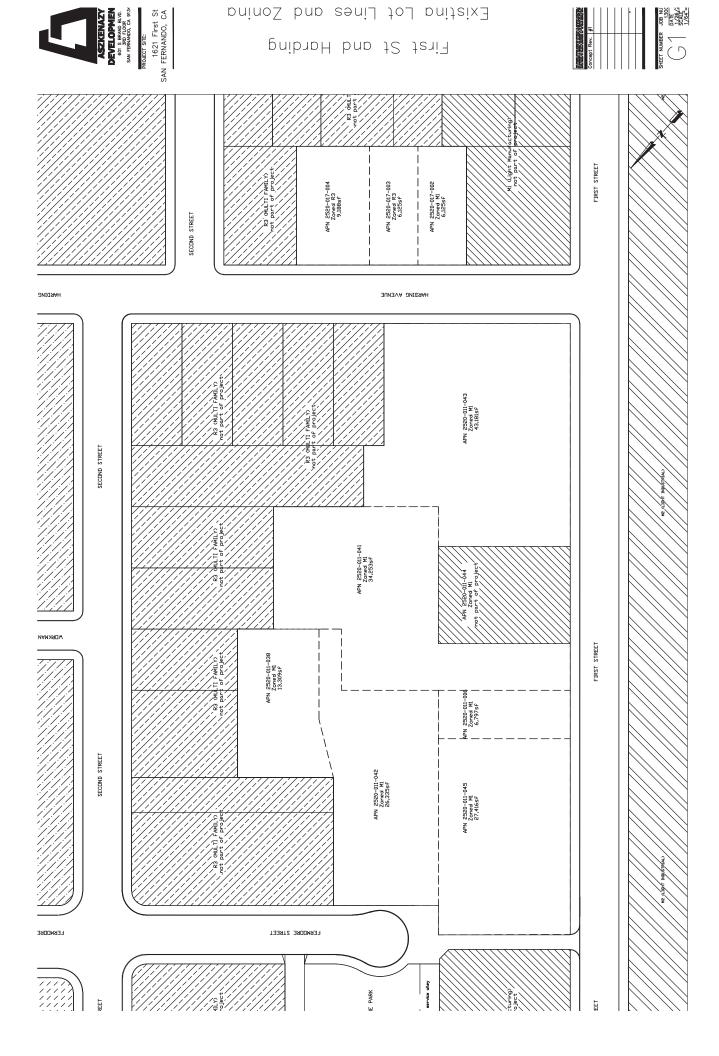


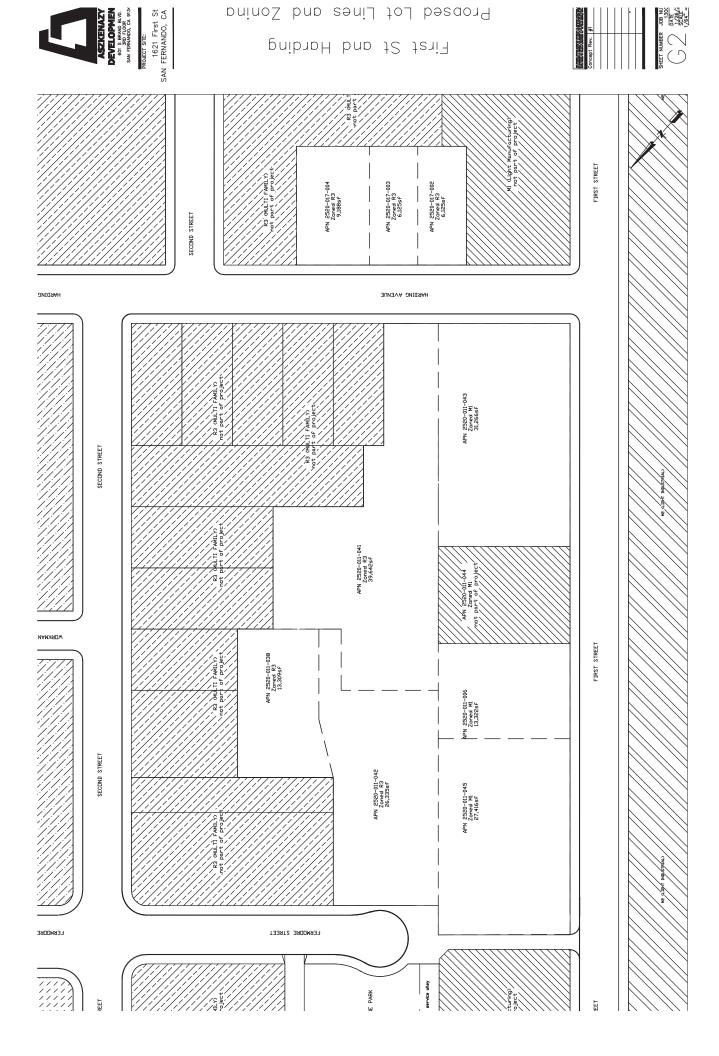


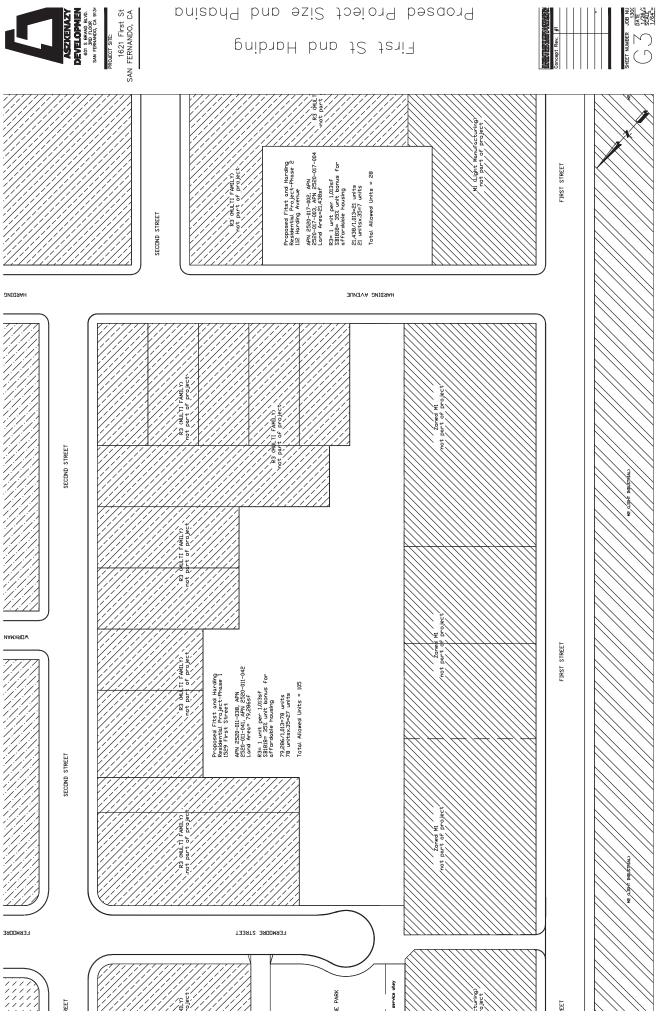


FOR PREV. ASSMT. SEE: 2520-11



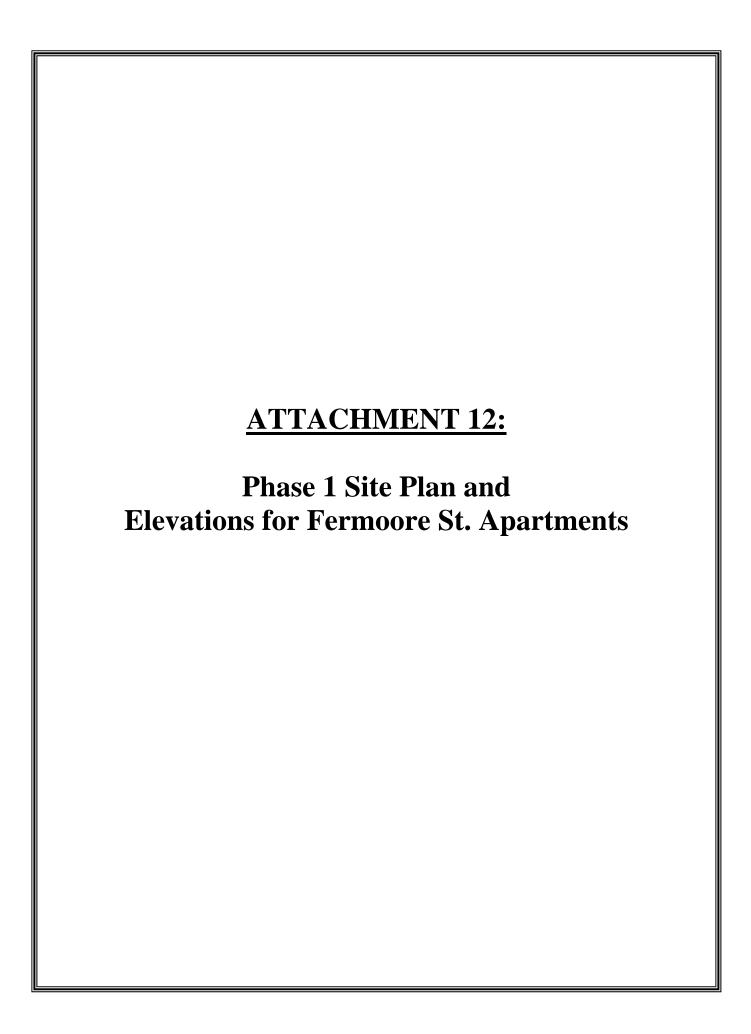


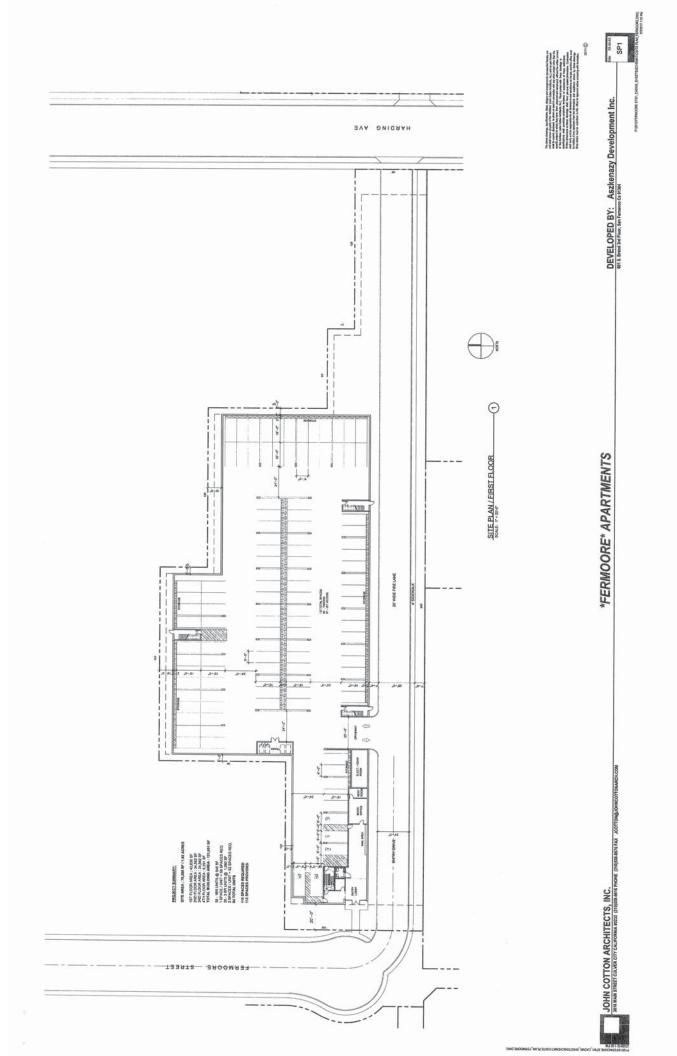


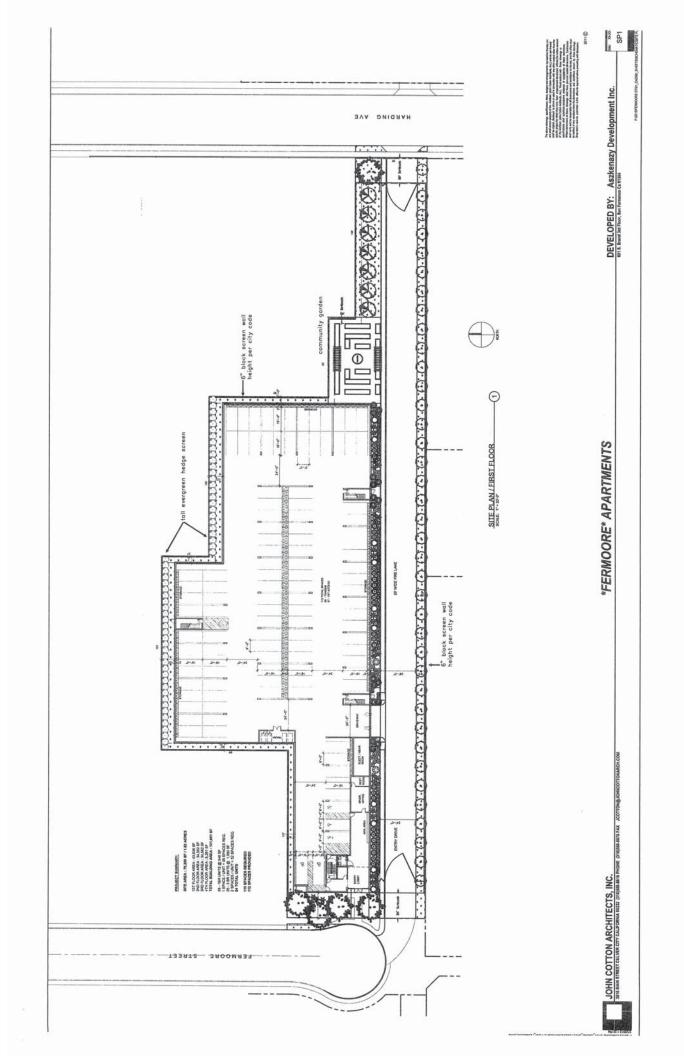


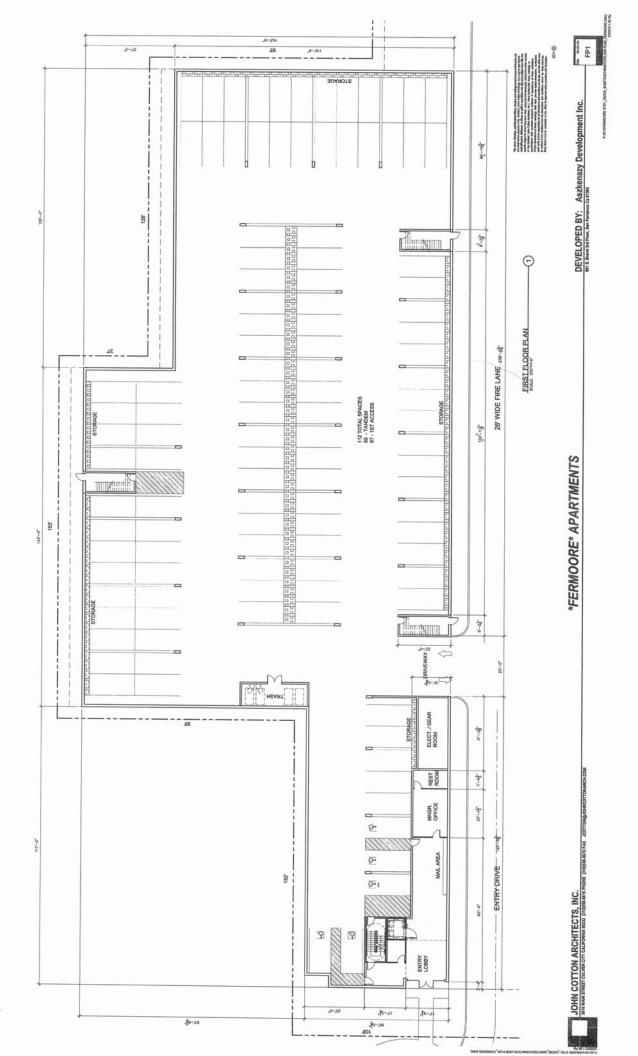


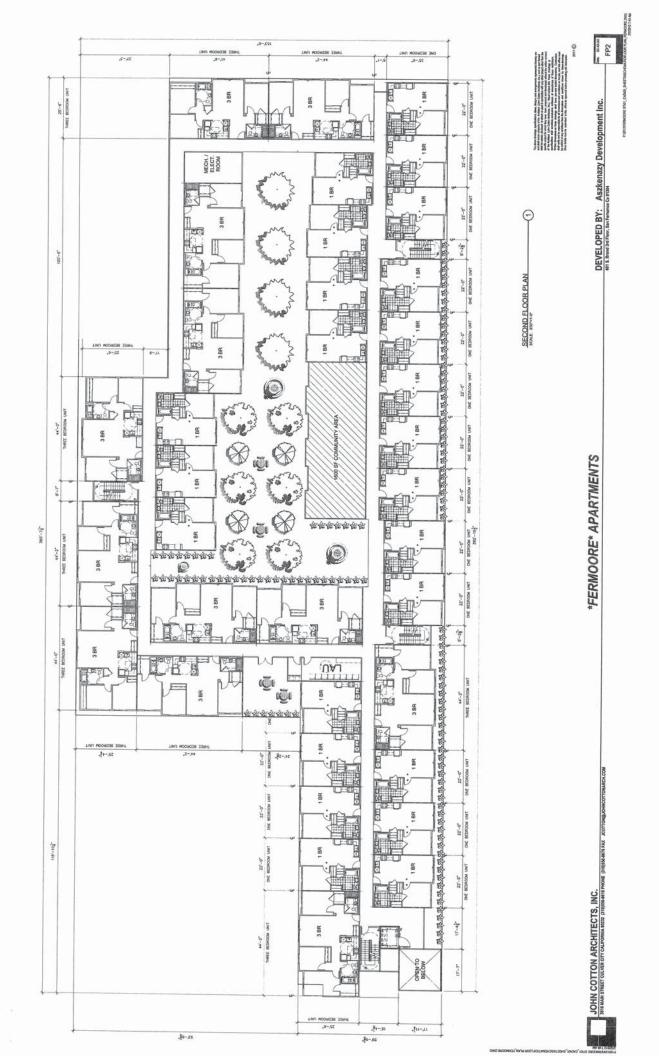


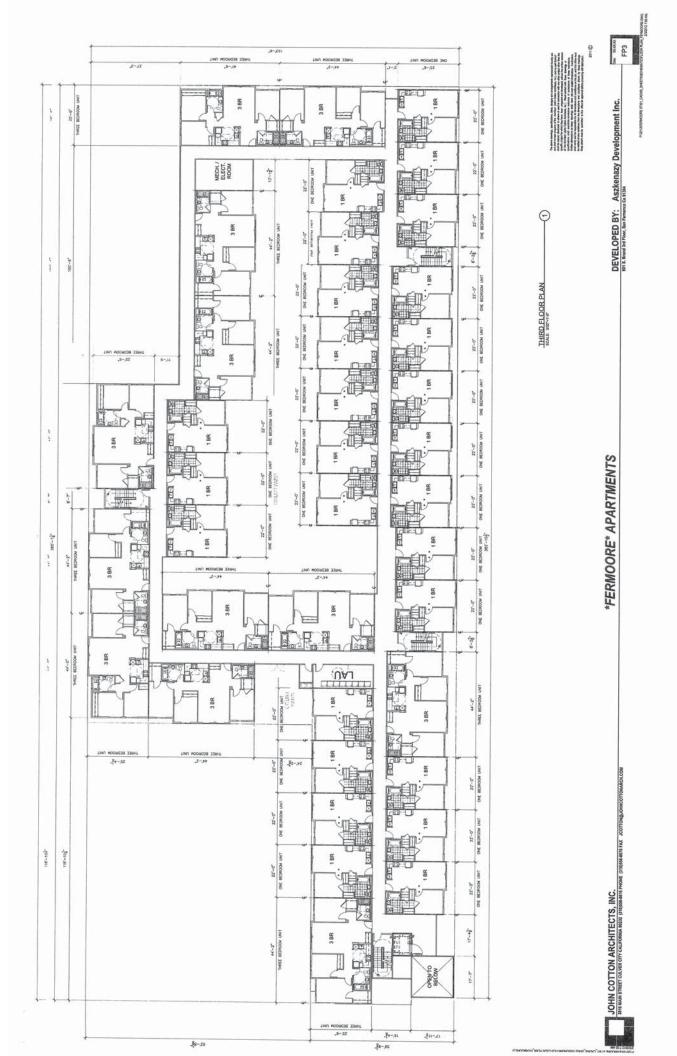


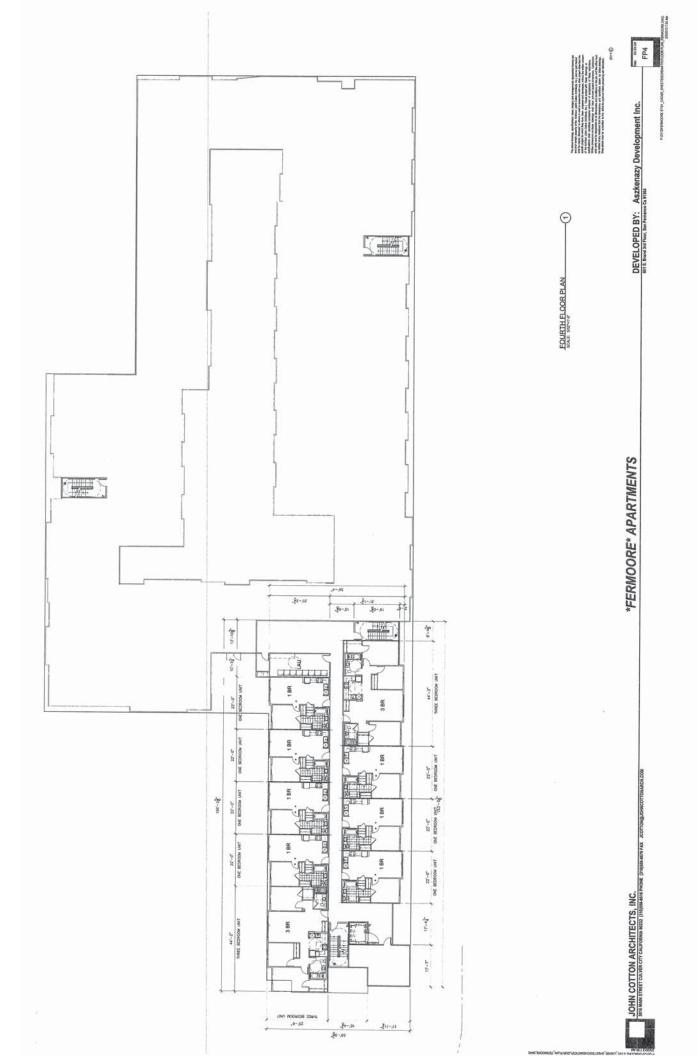


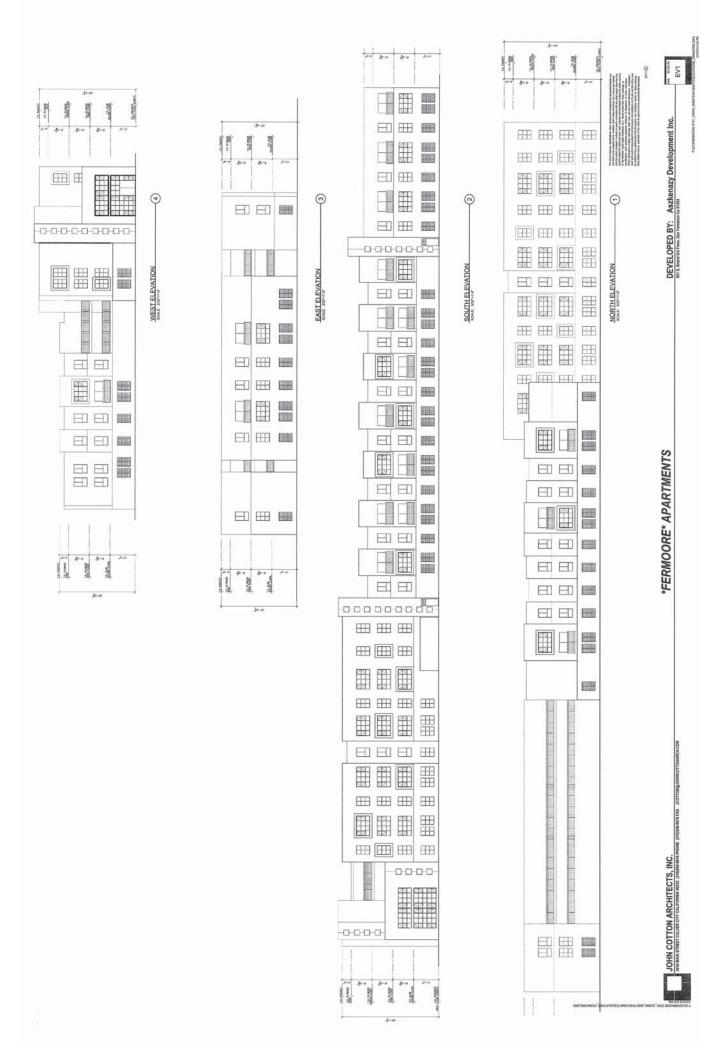


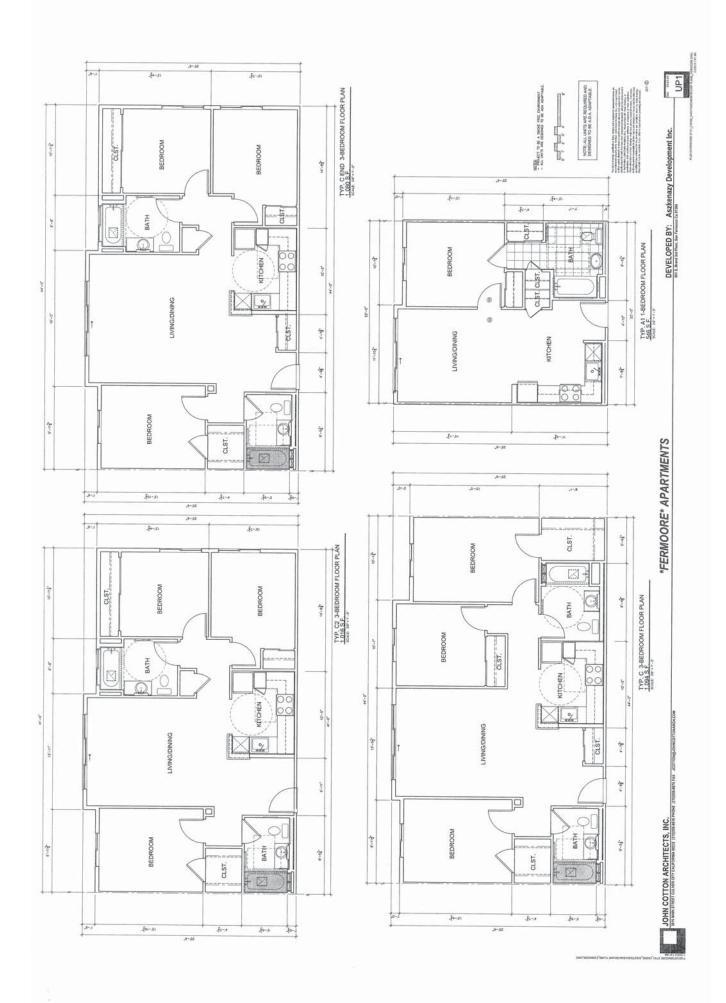


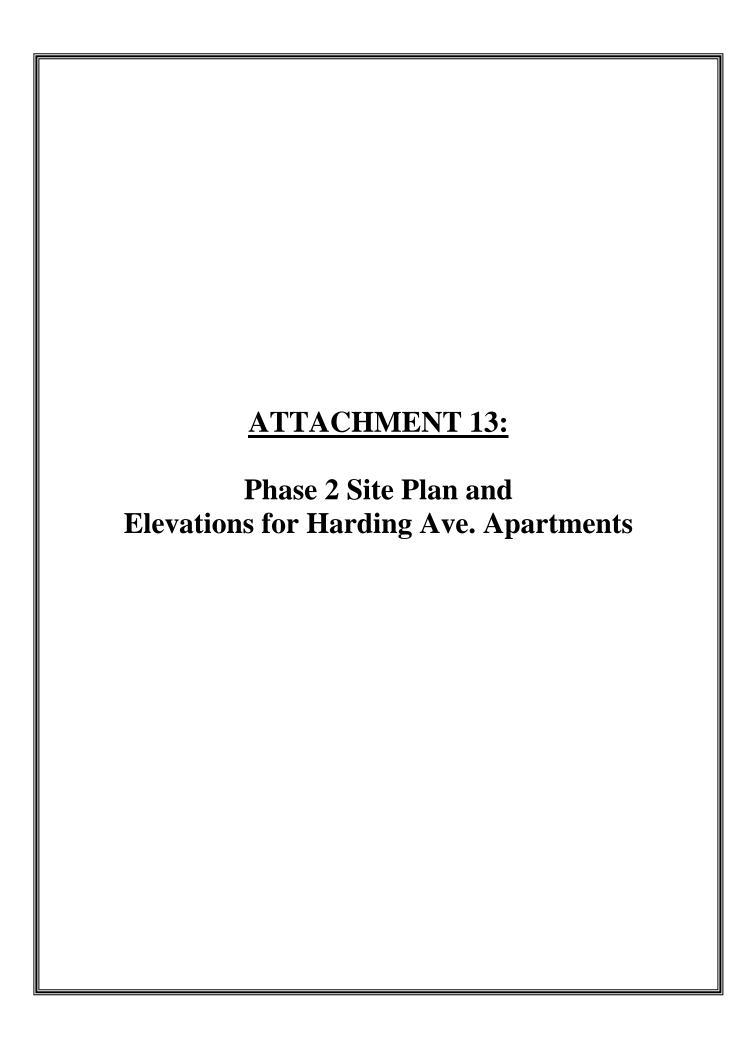


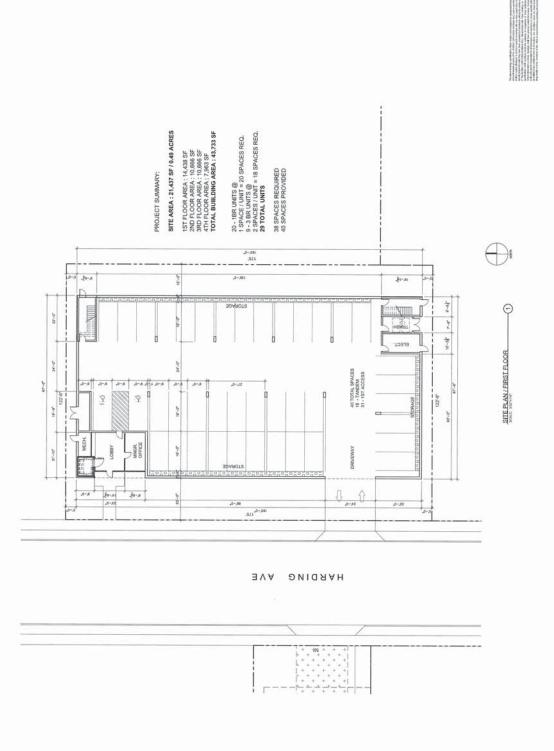








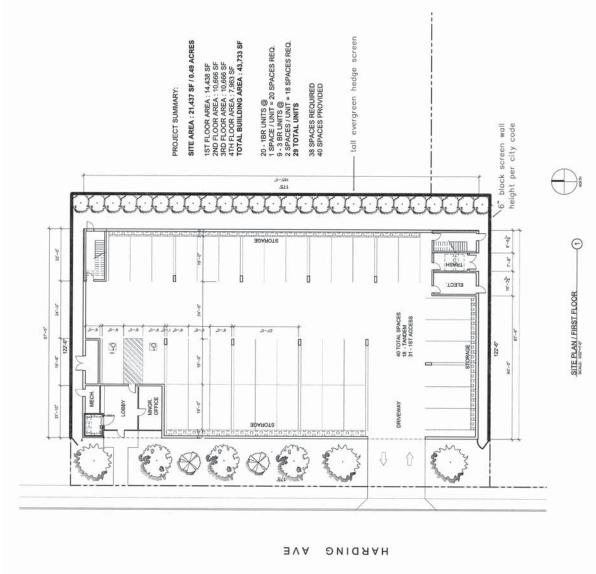




HARDING APARTMENTS

DEVELOPED BY: Aszkenazy Development Inc.

JOHN COTTON ARCHITECTS, INC.
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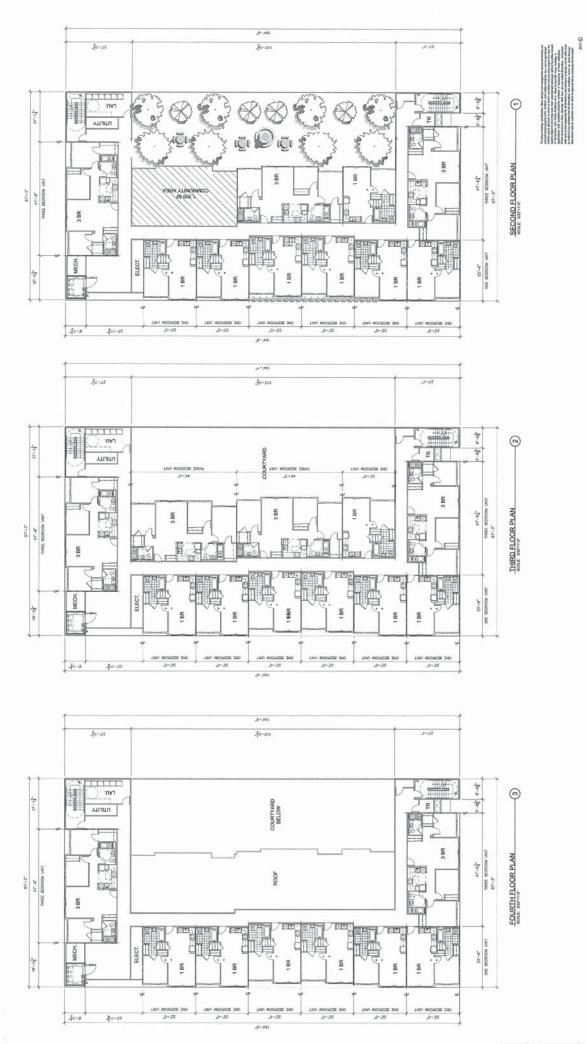
HARDING APARTMENTS

DEVELOPED BY: Aszkenazy Development Inc.

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JOHN COTTON ARCHITECTS, INC.

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