



PLANNING AND PRESERVATION COMMISSION  
REGULAR MEETING NOTICE AND AGENDA

OCTOBER 2, 2018 – 6:30 P.M.

COUNCIL CHAMBERS  
117 MACNEIL STREET  
SAN FERNANDO, CA 91340

**CALL TO ORDER**

**ROLL CALL**

Chairperson Alvin Durham, Jr.  
Commissioner Ivan Gonzalez  
Commissioner Yvonne G. Mejia  
Commissioner Aida Montes  
Commissioner Jennifer Perez-Helliwell

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA**

October 2, 2018

**PUBLIC STATEMENTS – WRITTEN/ORAL**

There will be a three (3) minute limitation per each member of the audience who wishes to make comments relating to City Business. Anyone wishing to speak, please fill out a form located at the Council Chambers entrance and submit it to the Commission Chair. When addressing the Planning and Preservation Commission please speak into the microphone and voluntarily state your name and address.

**CONSENT CALENDAR**

Items on the Consent Calendar are considered routine and may be disposed of by a single motion to adopt staff recommendation. If the Planning and Preservation Commission wishes to discuss any item, it should first be removed from the Consent Calendar.

None

**CONTINUED BUSINESS**

None

**NEW BUSINESS**

- 1) **SUBJECT:** Conditional Use Permit 2018-001 and Site Plan Review  
2018-004

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- APPLICANT:** FLP San Fernando LLC  
1900 S. Hamilton Avenue, Suite 200, Gardena, CA. 90248
- LOCATION:** 510 Park Avenue, San Fernando, CA 91340
- PROPOSAL:** The project consists of a request for the approval of a Conditional Use Permit for the operation of a warehouse and a Site Plan Review for the construction of an approximately 159,100 square foot industrial building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone. The project site is currently improved with a 17,768 square foot industrial building and is located on the southeastern corner of Park Avenue and Fifth Street.
- RECOMMENDATION:** Staff recommends that the Planning and Preservation Commission approve Conditional Use Permit 2018-001 and Site Plan Review 2018-004 for the operation of a warehouse and a Site Plan Review for the construction of a 159,100 square foot industrial building with approximately 9,500 square feet of office area pursuant to the Planning and Preservation Commission Resolution 2018-008 and the Conditions of Approval attached as Exhibit “A” to the resolution.
- 2) **SUBJECT:** Cannabis Ordinance
- APPLICANT:** City of San Fernando
- LOCATION:** Citywide
- PROPOSAL:** The proposed Code Amendment would amend San Fernando Municipal Code Chapter 22 (Business) and Chapter 106 (Zoning) to prohibit Citywide medicinal and adult use commercial cannabis retail (both storefront dispensaries and non-storefront delivery services) and microbusinesses and to establish regulations and a discretionary review process for the allowance of medicinal and adult use commercial cannabis cultivation, distribution, and manufacturing in the M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Workplace Flex District within the San Fernando Corridors Specific Plan (SP-5) zone, and

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medicinal and adult use commercial cannabis laboratory testing in the C-1 (Limited Commercial), C-2 (Commercial), and SC (Service Commercial) commercial zones, M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Maclay, Downtown, Workplace Flex, Mixed-Use Corridor and Auto Commercial Districts within the San Fernando Corridors Specific Plan (SP-5) zone. Businesses would be subject to a 450-foot buffer from day cares, youth centers, and K-12 public and private schools. Code Amendment No. 2018-002 would also establish regulations for medicinal-only commercial cannabis deliveries made in the City that originate from outside of the City's boundaries.

## RECOMMENDATION:

Staff recommends that, subsequent to the presentation and consideration of any public comment, the Planning and Preservation Commission ("Commission") open and continue the public hearing to November 7, 2018. At the subsequent meeting on November 7, 2018, the Commission will consider action on a resolution recommending to the City Council adoption of the proposed Cannabis ordinance and Code Amendment No. 2018-002 (Attachment "A") amending the San Fernando Municipal Code regarding prohibitions and regulations of medicinal and adult use commercial cannabis activities.

*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 and Preservation 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.*

## **STAFF COMMUNICATIONS**

Request the availability of the Commission for a Special Meeting date in November

## **COMMISSIONER COMMENTS**

## **ADJOURNMENT**

***November 7, 2018***

*I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the City Hall bulletin board not less than 72 hours prior to the meeting.*

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*Signed and Posted: September 27, 2018*

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*Agendas and complete Agenda Packets (including staff reports and exhibits related to each item) are posted on the City's Internet Web site ([www.sfcity.org](http://www.sfcity.org)). These are also available for public reviewing prior to a meeting at the Community Development Department Public Counter. Any public writings distributed by the Planning and Preservation Commission to at least a majority of the Commissioners regarding any item on this regular meeting agenda will also be made available at the Community Development Department Public Counter 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](http://www.sfcity.org). In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification/accommodation to attend or participate in this meeting, including auxiliary aids or services please call the Community Development Department at (818) 898-1227 at least 48 hours prior to the meeting.*

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**MEETING DATE:** October 2, 2018

**COMMISSION CONSIDERATION:**

1. CHAIRPERSON TO OPEN THE ITEM AND REQUEST STAFF REPORT
2. STAFF PRESENTS REPORT
3. COMMISSION QUESTIONS ON STAFF REPORT
4. OPEN THE PUBLIC HEARING
5. CLOSE THE PUBLIC HEARING
6. PLANNING AND PRESERVATION COMMISSION DISCUSSION
7. RECOMMENDED ACTION:
  - a. To Approve:

“I move to approve Conditional Use Permit 2018-001 and Site Plan Review 2018-004, allowing for the operation of a warehouse and the construction of a 159,100 square foot warehouse building which would include an approximate 9,500 square foot office area at 510 Park Avenue, pursuant to Planning and Preservation Commission Resolution 2018-008, and the conditions of approval attached as Exhibit “A” to the resolution”(Roll Call Vote)
  - b. To Deny:

“I move to deny Conditional Use Permit 2018-001 and Site Plan Review 2018-004, based on the following...” (Roll Call Vote)
  - c. To Continue:

“I move to continue Conditional Use Permit 2018-001 and Site Plan Review 2018-004, to the following date...” (Roll Call Vote)

Moved:\_\_\_\_\_

Seconded:\_\_\_\_\_

Roll Call:\_\_\_\_\_

**ITEM 1:**  
**Conditional Use Permit 2018-001 and**  
**Site Plan Review 2018-004**  
**(CUP 2018-001 and SPR 2018-004)**





## AGENDA REPORT

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**To:** Planning and Preservation Commission Chairperson Durham and Commissioners

**From:** Timothy T. Hou, AICP, Director of Community Development  
By: Gerardo Marquez, Associate Planner

**Date:** October 2, 2018

**Subject:** **Conditional Use Permit 2018-001**  
**Site Plan Review 2018-004**  
510 Park Avenue, San Fernando, CA 91340  
(Los Angeles County Assessor's Parcel No: 2519-023-800)

**Proposal:** The proposed "Project" is a request for review and approval of Conditional Use Permit (CUP) 2018-001 and Site Plan Review 2018-004, for the construction and operation of a 159,100 square foot industrial building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone. The project site is currently improved with a 17,768 square foot industrial building and is located on the southeastern corner of Park Avenue and Fifth Street.

**APPLICANT:** FLP San Fernando LLC  
1900 S. Hamilton Avenue, Suite 200, Gardena, CA. 90248

### **RECOMMENDATION:**

Staff recommends that the Planning and Preservation Commission ("Commission") approve Conditional Use Permit 2018-001 and Site Plan Review 2018-004, pursuant to Planning and Preservation Commission Resolution No. 2018-008 (Attachment No. A) and the Conditions of Approval attached as Exhibit "A" in order to allow for the construction and operation of a 159,100 square foot warehouse building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone.

### **PROJECT OVERVIEW:**

On May 02, 2018, FLP San Fernando LLC (the "Applicant"), submitted a CUP application (Attachment No. B) seeking the construction and operation of a 159,100 square foot industrial building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone.

The project site is currently improved with a 17,768 square foot industrial building and is located on the southeastern corner of Park Avenue and Fifth Street. The subject property is

approximately 330,620 square feet. The subject site is bound by Fifth Street to the north, Library Street to the south, Park Avenue to the west, and the Pacoima Wash to the east. Currently the site is being occupied by Frontier Communications Company as a storage and vehicle yard. The site is completely fenced off and provides limited landscaping.

The project will provide approximately 4,800 square feet of office area on the first floor and 4,700 square feet on the second floor. The warehouse square footage provided will be approximately 159,100 square feet. The project will provide 215 on-site parking stalls. Per San Fernando Municipal Code, parking for office space shall be calculated at one parking stall per 300 square feet. Parking for warehouse use shall be calculated at one space per each 750 square feet for the first 72,000 square feet and one space per each 1,000 square feet after the 72,000. Therefore, the development meets the parking regulations by providing 32 parking stalls for the office use and 183 parking stalls for the warehouse use. The development will also provide 23 loading docks for loading and unloading purposes. A site plan of the Project Site shows the building footprints and layout of the parking (Attachment No. C).

The City's Planning and Preservation Commission's approval of the requested CUP and Site Plan Review pursuant to City Code Sections 106-822 and 106-969, et al; would allow for the construction and operation of a 159,100 square foot warehouse building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone.

#### **BACKGROUND:**

1. General Plan Land Use and Zoning Designation: The Project Site at 510 Park Avenue is located within the M-1 Limited Industrial Zone and maintains a Light Industrial land use designation in the General Plan Land Use Element.
2. Site Location and Description: The Project Site is an approximate 330,620 sq. ft. or 7.59 acres (Los Angeles County Assessor Parcel No: 2519-023-800) parcel along the southeast intersection of Fifth Street and Park Avenue and is bounded by the Pacoima wash to the east and Library Street to the south. The Project Site abuts similarly zoned properties within the M-1 zone to the north, south and west. Parking for the development is provided on-site. Parking for the Project Site consists of 215 off-street parking spaces and 23 loading docks for loading and unloading purposes. Off-street parking for the subject site is accessible from two driveway approaches located off of Park Avenue and a single driveway approach off of Library Street, respectively (Attachment D).
3. Environmental Review: This project has been reviewed by the City for compliance with the California Environmental Quality Act (CEQA). Based on the City's environmental assessment, staff has decided to adopt a mitigated negative declaration. The environmental assessment cites possible environmental impacts that shall be mitigated in order to provide a less than significant impact to the environment. These possible impacts include the creation of dust,

debris, and runoff during the demolition and construction of the project. Public notice of the project was made available for public review from August 17, 2018 to September 17, 2018 (Attachment No. E).

4. Legal Notification: On September 20, 2018, a public hearing notice was published in the print and online versions of the legal advertisement section of the *San Fernando Sun Newspaper* (Attachment No. F). In addition, on September 20, 2018, a public hearing notice was posted at the Project Site, at the two City Hall bulletins, and at the local branch of the Los Angeles County Library (217 N. Maclay Avenue). Notices of the public hearing for this CUP and Site Plan Review request were also mailed to all property owners of record within 500 feet of the Project Site (Attachment No. G). It is important to note that modifications to the proposed projects were done in order to adhere to certain setback requirements that were provided by the Public Works Department, therefore the square footage that is noted on the public hearing notice is less than what will be entitled.
5. Public Comments: As of the date of preparation of this staff report, no comments were received from the public regarding this CUP and Site Plan Review. Any comments received after the distribution of this report shall be read into the record at the public hearing.

#### **ANALYSIS:**

1. General Plan Consistency. The requested CUP and Site Plan Review to allow for the construction and operation of a 159,100 square foot industrial building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone is consistent with the following goals and objectives of the San Fernando General Plan Land Use Element by:

The City's General Plan Land Use Element designates the Project Site within the light industrial land use area, as a location where future uses that are envisioned for the area include the operation of similar industrial activities. This project provides areas for the location and operation of light manufacturing and related services and uses. This division is designed to promote the effective operation of light manufacturing uses and to increase their compatibility within this district and with adjacent land uses. It is also intended to provide for those uses which are supportive of or provide a direct service to the permitted industrial uses.

2. Zoning Consistency. Pursuant to Section 106-583 of the San Fernando Municipal Code the M-1 Limited Industrial Zone would allow for a warehouse operation as a conditionally permitted use. The approval of the requested CUP would allow for the proposed development to offer a warehouse use as an operation. Additionally, the Project site is surrounded by primarily industrial uses and the proposed development will not create a need for a variance from any development standards.

Pursuant to City Code Sections 106-822 and 106-969 development standards for the M-1 Light Industrial Zone, the requested CUP for a warehouse operation would allow the development to further augment the services the existing vicinity around the project site offers while providing the opportunity to create and expand new warehousing establishments. Based on the foregoing, it is staff's assessment that the request is consistent with all applicable development standards for the M-1 Light Industrial Zone.

4. Conditional Use Permit Findings. As the name implies, a CUP allows the City of San Fernando the ability to consider specified uses that might not otherwise be allowed as a principally permitted use, if the landowner or applicant meets certain conditions of approval. The basic goal of the CUP is to allow the full range of land uses required for the community to function, while still giving the community some control over individual situations that could result in land use conflicts or negative environmental impacts. CUP's are important to land use planning because it allows the Commission to review the potential impacts associated with the discretionary review of the proposed development.

A CUP is subject to discretionary review by the Commission. Discretionary review is a process that permits the Commission to review individual cases for proposed uses of the land and approve a project subject to specific conditions or deny the CUP request. Conditions of project approval imposed on the applicant through the discretionary review process may call for any measures that are reasonably related to preventing potential adverse land use and environmental impacts that might be associated with the project.

Approval or denial of a CUP is based on the Commission's ability to be reasonably satisfied with the project and that it possesses certain characteristics that are identified in the form of 10 findings of fact, as required per City Code Section 106-145. All findings must be justified and upheld in the affirmative for approval of the CUP. A negative determination on any single finding is grounds for a denial of the CUP. Conditions of approval will also be implemented to support these findings. Such conditions include; off-site parking of vehicles, surveillance, safety, property maintenance, and proper construction management practices as well.

It is City Planning Staff's assessment that the findings for approval of the CUP amendment can be made in this instance based on the aforementioned discussion, and as explained below for each of the required findings of fact.

- a) **The proposed use is one conditionally permitted within the subject zone and complies with all applicable sections of the zoning ordinance.**

Pursuant to Section 106-583 of the San Fernando Municipal Code the M-1 Limited Industrial Zone would allow for a warehouse operation as a conditionally permitted use.

The approval of the requested CUP would allow for the proposed development to offer a warehouse use as an operation. The proposed development will not create a need for any variance from any development standards. Also the Project site is surrounded by primarily industrial uses. Thus, it is staff's assessment that this finding can be made.

**b) The proposed use would not impair the integrity and character of the zone in which it is to be located.**

The proposed development is located within the M-1 Zone more specifically it is located on the southeast intersection of Fifth Street and Park Avenue which is an established industrial area of the city. The proposed development will not create a need for any variance from any development standards. Pursuant to section 106-581 of the San Fernando Municipal Code, "The M-1 limited industrial zone is established to provide areas for the location and operation of light manufacturing and related services and uses."

To ensure the protection and preservation of the surrounding neighborhood, while fostering and promoting growth in the zone, the city's standard conditions of approval would be adopted to prevent issues associated with loitering, noise, trash and debris, and other public nuisance conditions. Noncompliance with the adopted conditions of approval would require the City to seek corrective action from the business owner and may lead to revocation of the required CUP. Thus, it is staff's assessment that this finding can be made.

**c) The subject site is physically suitable for the type of land use being proposed.**

The proposed 159,100 square foot warehouse building is located on an approximately 330,620 square foot lot and is located within the M-1 Light Industrial Zone. The specific lot is much larger than the surrounding lots and would allow for the development of a larger building and the intended use. Parking for the Project Site consists of 215 off-street parking spaces and 23 loading docks for loading and unloading purposes. Off-street parking for the subject site is accessible from two driveway approaches located off of Park Avenue and a single driveway approach off of Library Street, respectively. Thus, it is staff's assessment that this finding can be made.

**d) The proposed use is compatible with land uses presently on the subject property.**

The project site is an existing approximate 330,620 square foot outdoor storage facility with established uses consisting of administrative offices. The proposed CUP to allow for a warehouse use would be compatible with the present land use and likely represents a more optimal use. The development of this use will generate new business and jobs within the community. Thus, it is staff's assessment that this finding can be made.

- e) The proposed use would be compatible with the existing and future land uses within the zone and the general area in which the proposed use is to be located.**

The M-1 Light industrial Zone is established to provide areas for the location and operation of light manufacturing and related services and uses. This division is designed to promote the effective operation of light manufacturing uses and to increase their compatibility within this district and with adjacent land uses. It is also intended to provide for those uses which are supportive of or provide a direct service to the permitted industrial uses. Furthermore, the City's General Plan Land Use Element designates the Project Site within the light industrial land use area, as a location where future uses that are envisioned for the area include the operation of similar industrial activities.

The request to allow the warehouse use would further augment the services the existing vicinity around the project site offers while providing the opportunity to create and expand new warehousing establishments. Thus, it is staff's assessment that this finding can be made.

- f) There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.**

The existing site is adequately served by existing water, sanitation, and public utilities. Any required future improvements to infrastructure and public utilities with the change of occupancy would be required to be developed in compliance with the requirements of the city's building and health and safety codes, including any requirements for off-site improvements and utility connections from the City's Public Works Department. Thus, it is staff's assessment that this finding can be made.

- g) There would be adequate provisions for public access to serve the subject proposal.**

The Project Site is an approximate 330,620 sq. ft. (Los Angeles County Assessor Parcel No: 2519-023-800) parcel along the southeast intersection of Fifth Street and Park Avenue and is bound by the Pacoima wash to the east and Library Street to the south. Parking for the Project Site consists of 215 off-street parking spaces and 23 loading



docks for loading and unloading purposes. Off-street parking for the subject site is accessible from two driveway approaches located off of Park Avenue and a single driveway approach off of Library Street, respectively. Thus, it is staff's assessment that this finding can be made.

- h) The proposed use would be appropriate in light of an established need for the use at the proposed location.**

Within the M-1 Light Industrial Zone the operation of a warehouse is a permitted use through the city's review and approval of a conditional use permit. The request to allow the operation of a warehouse is an appropriate and compatible use for the types of businesses currently established and potentially permitted uses that the M-1 Zone allows. Approval of the CUP for the operation of a warehouse helps to encourage development that addresses an unmet market demand for such uses and will facilitate the creation of jobs. CUP approval at the Project Site expands locally serving industrial uses, which in turn helps to draw new businesses to the area and create an active industrial district and triggers further revitalization of the area. Thus, it is staff's assessment that this finding can be made in this case.

- i) The proposed use is consistent with the objectives, policies, general land uses and programs of the City's general plan.**

The proposed warehouse use is consistent with the objectives of the City's general plan and maintains internal consistency in land use. Permitting the for a warehouse use to operate at the specific site helps meet the City's general plan goal to foster growth (Sec. IV-6 of the General Plan). This goes toward generating jobs within the City of San Fernando while helping maintain an identity within the area that is distinct from surrounding communities. Thus, it is staff's assessment that this finding can be made in this case.

- j) The proposed use would not be detrimental to the public interest, health, safety, convenience or welfare.**

The requested CUP to allow for a warehouse use as established in the Development Standards of the M-1 Light Industrial Zone will not be detrimental to the public interest, health, safety, convenience or welfare do to the fact that the proposed use will coincide with established industrial uses within the vicinity. In addition, the proposed use would allow for the ongoing development and creation of jobs within the general area. With the adoption of the recommended conditions of approval for the requested CUP, the applicant would be required to provide sufficient safeguards to deter any potential public nuisance issues and protect public interest, health, safety,

convenience or welfare. Noncompliance with the conditions of approval for an approved CUP would require corrective action on behalf of the business owner and may result in revocation of the granted CUP. Thus, it is staff's assessment that this finding can be made in this case.

**CONCLUSION:**

In light of the forgoing analysis, it is staff's assessment that Commission approval of the CUP 2018-001 and Site Plan Review 2018-004 is warranted. Commission approval of CUP 2018-001 is recommended by City Planning Staff in order to allow for the construction and operation of an approximately 159,100 square foot warehouse building within the M-1 Limited Industrial Zone.

Based on the above findings, City Planning Staff recommends that the Planning and Preservation Commission approve Conditional Use Permit (CUP) 2018-001 and Site Plan Review 2018-004, pursuant to Planning and Preservation Commission Resolution 2018-008 and the Conditions of Approval attached as Exhibit "A" to the resolution (Attachment No. 1).

**ATTACHMENTS:**

- A. Planning and Preservation Commission Resolution 2018-008 and Exhibit "A": Conditions of Approval
- B. Conditional Use Permit Application – CUP 2018-00, Site Plan Review Application 2018-004
- C. Set of Plans
- D. Project Site Photos
- E. Notice of Intent to Adopt a Mitigated Negative Declaration
- F. Notice of Public Hearing Published in the *San Fernando Sun Newspaper*
- G. Vicinity Map

**RESOLUTION NO. 2018-008**

**A RESOLUTION OF THE PLANNING AND PRESERVATION COMMISSION OF THE CITY OF SAN FERNANDO APPROVING CONDITIONAL USE PERMIT 2018-001 AND SITE PLAN REVIEW 2018-004 TO ALLOW FOR THE CONSTRUCTION AND OPERATION OF A 159,100 SQUARE FOOT WAREHOUSE BUILDING AREA WITHIN THE M-1 LIMITED INDUSTRIAL ZONE LOCATED AT 510 PARK AVENUE.**

WHEREAS, an application has been filed by FLP San Fernando LLC, 1900 S. Hamilton Avenue, Suite 200, Gardena, CA 90248 (the "Applicant"), to request approval of a Conditional Use Permit (CUP) and Site Plan Review application to allow for the construction and operation of a warehouse building within the M-1 Limited Industrial Zone located at 510 Park Avenue, San Fernando, California (the "Project"). The new warehouse would occupy approximately 159,100 square feet. The project will provide 215 on-site parking stalls along with 23 loading docks. The Project Site consists of approximately 330,620 square feet. The Project Site is located along the southeast intersection of Fifth Street and Park Avenue and is bound by the Pacoima wash to the east and Library Street to the south, within the M-1 Light Industrial Zone;

WHEREAS, the Applicant has requested approval of the requested conditional use permit Pursuant to Section 106-583 of the San Fernando Municipal Code the M-1 Limited Industrial Zone would allow for a warehouse operation as a conditionally permitted use. Pursuant to City Code Sections 106-822 and 106-969 regarding development standards for the M-1 Light Industrial Zone, the proposed development meets the minimum development standards. The approval of the requested CUP would allow for the proposed development to offer a warehouse use as an operation. Based on the foregoing, it is staff's assessment that the request is consistent with all applicable development standards for the M-1 Light Industrial Zone;

WHEREAS, the Planning and Preservation Commission has considered all of the evidence presented in connection with the Project, written and oral at the public hearing held on the 2<sup>nd</sup> day of October 2018;

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

SECTION 1: This project has been reviewed by the City for compliance with the California Environmental Quality Act (CEQA). Based on the City's environmental assessment, staff has decided to adopt a mitigated negative declaration. The environmental assessment sites possible environmental impacts that shall be mitigated in order to provide a less than significant impact to the environment. Public notice of the project was made available for public review from August 17, 2018 to September 17, 2018;

SECTION 2: The Project is consistent with the objectives, policies, and general land uses and programs provided in the City's General Plan and the applicable development standards for industrially zoned property within the M-1 Light Industrial Zone; and

**SECTION 3:** Pursuant to City Code Section 106-145, the Planning and Preservation Commission finds that the following findings for Conditional Use Permit 2018-001 have been justified and upheld in the affirmative in concurrence with the recommended conditions of approval regarding the operation of a warehouse building. The Planning and Preservation Commission (the “Commission”) findings are as followed:

- 1. The proposed use is one conditionally permitted within the subject zone and complies with all applicable sections of the zoning ordinance.**

Pursuant to Section 106-583 of the San Fernando Municipal Code the M-1 Limited Industrial Zone would allow for a warehouse operation as a conditionally permitted use.

The approval of the requested CUP would allow for the proposed development to offer a warehouse use as an operation. The proposed development will not create a need for any variance from any development standards. Also the Project site is surrounded by primarily industrial uses. Thus, it is staff’s assessment that this finding can be made.

- 2. The proposed use would not impair the integrity and character of the zone in which it is to be located.**

The proposed development is located within the M-1 Zone more specifically it is located on the southeast intersection of Fifth Street and Park Avenue which is an established industrial area of the city. The proposed development will not create a need for any variance from any development standards. Pursuant to section 106-581 of the San Fernando Municipal Code, “The M-1 limited industrial zone is established to provide areas for the location and operation of light manufacturing and related services and uses.”

To ensure the protection and preservation of the surrounding neighborhood, while fostering and promoting growth in the zone, the city’s standard conditions of approval would be adopted to prevent issues associated with loitering, noise, trash and debris, and other public nuisance conditions. Noncompliance with the adopted conditions of approval would require the City to seek corrective action from the business owner and may lead to revocation of the required CUP. Thus, it is staff’s assessment that this finding can be made.

- 3. The subject site is physically suitable for the type of land use being proposed.**

The proposed 159,100 square foot warehouse building is located on an approximately 330,620 square foot lot and is located within the M-1 Light Industrial Zone. The specific lot is much larger than the surrounding lots and would allow for the development of a larger building and the intended use. Parking for the Project Site consists of 215 off-street parking spaces and 23 loading docks for loading and unloading purposes. Off-street parking for the subject site is accessible from two driveway approaches located off of Park Avenue and a single driveway approach off of Library Street, respectively. Thus, it is staff’s assessment that this finding can be made.

- 4. The proposed use is compatible with land uses presently on the subject property.**

The project site is an existing approximate 330,620 square foot outdoor storage facility with established uses consisting of administrative offices. The proposed CUP to allow for a warehouse use would be compatible with the present land use and likely represents a more optimal use. The development of this use will generate new business and jobs within the community. Thus, it is staff's assessment that this finding can be made.

**5. The proposed use would be compatible with the existing and future land uses within the zone and the general area in which the proposed use is to be located.**

The M-1 Light industrial Zone is established to provide areas for the location and operation of light manufacturing and related services and uses. This division is designed to promote the effective operation of light manufacturing uses and to increase their compatibility within this district and with adjacent land uses. It is also intended to provide for those uses which are supportive of or provide a direct service to the permitted industrial uses. Furthermore, the City's General Plan Land Use Element designates the Project Site within the light industrial land use area, as a location where future uses that are envisioned for the area include the operation of similar industrial activities.

The request to allow the warehouse use would further augment the services the existing vicinity around the project site offers while providing the opportunity to create and expand new warehousing establishments. Thus, it is staff's assessment that this finding can be made.

**6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.**

The existing site is adequately served by existing water, sanitation, and public utilities. Any required future improvements to infrastructure and public utilities with the change of occupancy would be required to be developed in compliance with the requirements of the city's building and health and safety codes, including any requirements for off-site improvements and utility connections from the City's Public Works Department. Thus, it is staff's assessment that this finding can be made.

**7. There would be adequate provisions for public access to serve the subject proposal.**

The Project Site is an approximate 330,620 sq. ft. (Los Angeles County Assessor Parcel No: 2519-023-800) parcel along the southeast intersection of Fifth Street and Park Avenue and is bound by the Pacoima wash to the east and Library Street to the south. Parking for the Project Site consists of 215 off-street parking spaces and 23 loading docks for loading and unloading purposes. Off-street parking for the subject site is accessible from two driveway approaches located off of Park Avenue and a single driveway approach off of Library Street, respectively. Thus, it is staff's assessment that this finding can be made.

**8. The proposed use would be appropriate in light of an established need for the use at the proposed location.**

Within the M-1 Light Industrial Zone the operation of a warehouse is a permitted use through the city's review and approval of a conditional use permit. The request to allow the operation of a warehouse is an appropriate and compatible use for the types of businesses currently established and potentially permitted uses that the M-1 Zone allows. Approval of the CUP for the operation of a warehouse helps to encourage development that addresses an unmet market demand for such uses and will facilitate the creation of jobs. CUP approval at the Project Site expands locally serving industrial uses, which in turn helps to draw new businesses to the area and create an active industrial district and triggers further revitalization of the area. Thus, it is staff's assessment that this finding can be made in this case.

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

The proposed warehouse use is consistent with the objectives of the City's general plan and maintains internal consistency in land use. Permitting the for a warehouse use to operate at the specific site helps meet the City's general plan goal to foster growth (Sec. IV-6 of the General Plan). This goes toward generating jobs within the City of San Fernando while helping maintain an identity within the area that is distinct from surrounding communities. Thus, it is staff's assessment that this finding can be made in this case.

**10. The proposed use would not be detrimental to the public interest, health, safety, convenience or welfare.**

The requested CUP to allow for a warehouse use as established in the Development Standards of the M-1 Light Industrial Zone will not be detrimental to the public interest, health, safety, convenience of welfare do to the fact that the proposed use will coincide with established industrial uses within the vicinity. In addition, the proposed use would allow for the ongoing development and creation of jobs within the general area. With the adoption of the recommended conditions of approval for the requested CUP, the applicant would be required to provide sufficient safeguards to deter any potential public nuisance issues and protect public interest, health, safety, convenience or welfare. Noncompliance with the conditions of approval for an approved CUP would require corrective action on behalf of the business owner and may result in revocation of the granted CUP. Thus, it is staff's assessment that this finding can be made in this case.

BE IT FURTHER RESOLVED that based upon the foregoing, the Planning and Preservation Commission hereby approves Conditional Use Permit 2018-001, subject to the Conditions of Approval attached as Exhibit "A".

**(SIGNATURE PAGE TO FOLLOW)**

PASSED, APPROVED AND ADOPTED this 2nd day of October 2018.

\_\_\_\_\_,  
ALVIN DURHAM, CHAIRPERSON

ATTEST:

\_\_\_\_\_  
TIMOTHY T. HOU, AICP, SECRETARY TO THE PLANNING  
AND PRESERVATION COMMISSION

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

I, TIMOTHY T. HOU, Secretary to the Planning and Preservation Commission of the City of San Fernando, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Preservation Commission and signed by the Chairperson of said City at a meeting held on the 2<sup>nd</sup> day of October 2018; and that the same was passed by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
TIMOTHY T. HOU, AICP, SECRETARY TO THE PLANNING  
AND PRESERVATION COMMISSION

**EXHIBIT “A”**  
**CONDITIONS OF APPROVAL**

**PROJECT NO.** : **Conditional Use Permit 2018-001**

**PROJECT ADDRESS** : 510 Park Avenue, San Fernando, CA 91340  
(Los Angeles County Assessor’s Parcel No: 2519-023-800)

**PROJECT DESCRIPTION** : The proposed “Project” is a request for review and approval of Conditional Use Permit (CUP) 2018-001 and Site Plan Review 2018-004, for the construction and operation of a 159,100 square foot industrial building which would include approximately 9,500 square feet of office area within the M-1 Limited Industrial Zone located at 510 Park Avenue.

The following conditions shall be made a part of the approval of the project, and shall be complied with in their entirety, as determined by the Community Development Department:

1. Conditional Use Permit Entitlement. The conditional use permit is granted for the land described in this application and any attachments thereto, as reviewed by the Planning and Preservation Commission on October 2, 2018, except as herein modified to comply with these Conditions of Approval.
2. Indemnification. The property owner and the project applicant, shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City to attack, set aside, void, annul, seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voter of the City, concerning the entitlement application. City shall promptly notify both the property owner and developer of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves its right to take any and all action the City deems to be in the best interest of the City and its citizens in regard to such defense. The property owner and developer shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study of, or for supplementing, redrafting, revising, or amending, any document (such as an environmental impact report or related environmental assessment) if made necessary through the initiation of the project.
3. Off-Site Parking of Vehicles. Delivery vehicles shall park on-site, within the designated loading/unloading wells and parking stalls. Delivery vehicles will not, under any circumstance, park or remain idle in any public right of way. Vehicles of patrons and operators of said location will also be subject to the same restrictions. It shall be the responsibility of the operator of the subject property to disclose to the drivers of delivery vehicles that parking within the City of San Fernando public right of way is not permitted. Repeated violations of this condition shall result in the revocation of this Conditional Use Permit.
4. Deliveries. All deliveries must occur on-site and only within the designated staging area identified on the set of plans; no vehicles shall be standing or parked in the right-of-way. All deliveries must occur



during non-peak hours of operation. There shall be no staging of merchandise in the public right-of-way.

5. Compliance with Federal, State, and Local Regulations. The applicant and any future successors shall comply with all applicable Federal, State, and local regulations pertaining to the manufacturing, warehousing, and distribution.
6. Signage. Any future proposed signage shall comply with the City's applicable sign regulation and shall require the submittal, review, and approval of a sign permit application prior to the placement or any signage on the property.
7. Surveillance. A security camera system shall be installed on the premises and shall be maintained in proper working order at all times. The security camera system shall be subject to inspection by the police department in the event of incident at or near the subject property. The system must be capable of producing retrievable images on film or tape that can be enlarged through projection or other means. The video or digital recordings generated by the system shall be maintained for a period of 30 days. Special security measures such as security guards, door monitors, and burglar alarms systems may be required as a condition of approval with final determination made by the chief of police and the chief planning official on a case-by-case basis.
8. Revocation. Violation of, or noncompliance with, any of these conditions of approval may constitute grounds for revocation of this conditional use permit, as provided below:
  - a. Upon the issuance of, and conviction for, three zoning violation citations;
  - b. Where conditions and activities associated with the operation of the future tenant, as defined herein, interfere with the quiet enjoyment of life and property in the neighborhood, or are or tend to be, injurious to health and safety of persons in the neighborhood. These include, but are not limited to the following:
    - i. Excessive noise, noxious smells or fumes, loitering, littering, disturbing the peace, illegal drug activity, public vandalism, graffiti, lewd conduct, gambling, illegal parking, traffic violations, theft, assaults, batteries;
    - ii. Illegal sale, manufacture, storing, possession, distribution of illegal items; or,
    - iii. Police detention, citation, and/or arrests for these or any other unlawful activity attributed to the sale and/or consumption of illegal items declared by the City to be a public nuisance;
  - c. Where activities associated with a warehouse use are not being executed.
9. Lighting. Adequate lighting shall be provided within the parking lot of the subject property. All exterior lighting shall be decorative cut-off fixtures (where no light is emitted above the horizontal plane) with the light source fully shielded or recessed to preclude light trespass or pollution up into the night sky. Also, any building-mounted luminaries shall be attached to walls or soffits, and the top of the fixture shall not exceed the height of the roof. All proposed light fixtures shall be designed in a manner that is consistent with the overall design of the building and shall not disturb or create glare towards neighboring properties. In addition, any decorative uplighting, such as those that illuminate

building facades or landscaping, shall be operated on timers that turn off illumination no later than 12 midnight, nightly. The Community Development Department shall review and approve all light fixtures prior to installation. In addition, all lighting shall also comply with the following requirements:

- a) The equivalent of one foot-candle of illumination shall be provided throughout the parking area;
  - b) All lighting shall be on a time-clock or photo-sensor system;
  - c) All lighting shall be designed to confine direct rays to the premises. No spillover beyond the property line shall be permitted; and,
  - d) All lighting shall consist of metal halide type lighting or similar. Illumination shall not include low or high pressure sodium lighting.
10. Trash Enclosure. The applicant shall construct a new trash enclosure on the subject property and ensure that all trash bins are kept free of trash overflow and maintained in a clean manner at all times. Litter and trash receptacles shall be located at convenient locations both inside and outside the establishment, and trash and debris shall be removed on a daily basis.
11. Property Maintenance. The subject site and its immediate surrounding area shall be maintained in a clean, neat and orderly manner at all times and shall comply with the property maintenance standards as set forth in the San Fernando City Code.
12. Landscape. All proposed on-site and off-site plantings shall be kept in a healthy and growing condition, consistent with the design of a landscaping and irrigation plan approved by the Community Development Department. Fertilization, cultivation, tree pruning shall be a part of regular maintenance. Good horticultural practices shall be followed in all instances. The landscape design shall be further refined as necessary to improve the level of design quality by focusing on important design principles. Further landscape design refinements shall address, but not be limited to, the following:
- a) The landscaping shall be provided with an appropriate low-maintenance landscape design and material selection that is attractive, durable and drought-tolerant. All proposed landscaping shall be arranged to emphasize visual attractiveness as viewed from the public right-of-way.
  - b) All proposed landscaped areas shall be served by well-balanced automatic irrigation system operated by an electrically timed controller station set for early morning irrigation and maintained in a manner consistent with the approved landscape plan. The final landscaping/irrigation plan shall identify the size and location of all landscape materials and irrigation equipment. Water conservation measures shall be incorporated in the irrigation plan;
  - c) The landscape plan shall provide specifications for the following: design of hardscape elements, including pedestrian walkways, paved areas, common areas, seating, landscape planters, lighting, etc.; planting materials, including, trees, shrubs, ground cover, grass, miscellaneous plant materials, landscape containers and soil preparation; and, automatic irrigation plans, including materials and details;

- d) A backflow preventer device shall be installed, tested, and inspected by the Public Works Department to protect water supplies from contamination or pollution;
13. Mechanical and Utility Equipment. All ground mounted mechanical and utility equipment, including but not limited to transformers, terminal boxes, risers, backflow devices, gas meters, electric meters, meter cabinets, and heating, ventilation, and air conditioning (HVAC) units shall be screened from public view and treated to match the materials and colors of the building. All Electrical service facilities and equipment on or adjacent to the site shall be planned and located, relocated or modified in a manner consistent with Southern California Edison Company guidelines to minimize human exposure to electromagnetic fields on the site and on adjacent properties, and with any other applicable requirements or guidelines of the California Public Utilities Commission or any other agency with jurisdiction, unless otherwise specified by the Community Development Department. All mechanical and utility equipment locations and screening/treatment shall be approved by the Community Development Department prior to installation or modification.
14. Utilities. Unless otherwise approved by the Community Development Department, all utilities shall be located underground. The applicant shall comply with all applicable requirements or guidelines of any relevant utility company, the California Public Utilities Commission, or any other agency with jurisdiction, relating to construction and/or occupancy of structures in proximity to any over-head or underground utility lines which are adjacent to or extend through the subject property, unless otherwise specified by the Community Development Department. Applicant shall provide any utility easements as necessary.
15. SCAQMD. South Coast Air Quality Management District ("SCAQMD") must be contacted prior to any demolition or renovation. Call (909) 396-2000 for further information. Failure to comply with the provisions of Rule 1403 may result in a penalty of up to \$25,000 per day. Once approval from SCAQMD has been obtained, a City of San Fernando Demolition Permit is required for any existing buildings or structures which are to be demolished and must be obtained prior to any work commencing.
16. Surface Runoff. All requirements of the National Pollutant Discharge Elimination System (NPDES) shall be complied with and an NPDES permit, including but not limited to the installation of any required clarifiers and/or on-site infiltration system, must be obtained prior to any occupation or use of the site. During construction, the project site shall comply with all applicable Best Management Practices (BMPs).
17. Construction Hours. Construction activity on Mondays through Fridays shall comply with the current San Fernando City Code standards for construction of 7:00 a.m. to 6:00 p.m. In addition, any construction on Saturday shall be from 8:00 a.m. to 6:00 p.m. Unless otherwise allowed in the City's Noise Ordinance, no construction shall be allowed on Sundays and Federal Holidays.
18. Graffiti Removal. Unless otherwise specified in the conditions of approval, the property owner(s), operator and all successors shall comply with the graffiti removal and deterrence requirements of the San Fernando City Code. The property owner(s), operator and all successors shall provide for the immediate removal of any graffiti vandalism occurring on the property and, where applicable, the restoration of the surface on which the graffiti exists. Such restoration shall entail repainting or

refinishing of the surface with a color or finish that matches the color or finish of the remaining portions of the structure being painted, and including treatment of the surface or site with measures to deter future graffiti vandalism as approved or required by the community development department. Property owner(s), operator and all successors shall maintain an additional stock of exterior paints and finishes for immediate execution of graffiti removal. Unless removed by the property owner or their designee within the specified time frame required by city code, property owner(s), operator and all successors shall grant the right of access to authorized agents of the City of San Fernando to remove graffiti from any surface on the property that is open and accessible from city property or public right-of-way, at the expense of the owner(s) or operator and all successors.

19. Site Inspections. The Community Development Department shall have the authority to inspect the site to assure compliance with these conditions of approval. The applicant and all successors shall grant the right of access to authorized agents of the City of San Fernando to conduct periodic inspections of the property.
20. Modifications. Unless the chief planning official deems a proposed change to the approved plans and operation a minor modification, any and all other modifications to the development plan, including these conditions of approval, shall require review and approval by the Planning and Preservation Commission. Expansion or enlargement of the business activity beyond the thresholds permitted by this entitlement shall be subject to the CUP modification approval process.
21. Acceptance. Within thirty (30) days of approval of this conditional use permit, the applicant or their duly authorized representative shall certify the acceptance of the conditions of approval by signing a statement using an acceptance affidavit form provided by the City of San Fernando that acknowledges acceptance of and commitment to adhere to all of the conditions of approval.
22. Recordation. The applicant shall provide the Community Development Department with proof that the conditions of approval have been recorded with the Los Angeles Registrar Recorder/County Clerk's Office.
23. Building Code Requirements. The applicant shall comply with all applicable building and construction requirements of the City of San Fernando's building codes, as specified by the City's Community Development Department.
24. Public Works Checklist: The applicant shall comply with the requirements for subdivision of the site as listed in the attached "Public Works Department Development/Improvement Review Checklist."
25. Public Review of Conditions of Approval. A copy of these conditions of approval shall be retained on-site at all times during the hours of operation of the industrial building and shall be made available for viewing upon public request or upon request by any city official. Employees of the business shall not prohibit a request of the public to view the conditions of approval for this entitlement.
26. Expiration. This conditional use permit shall become null and void unless exercised by obtaining building permits to implement the construction granted by this entitlement within twelve (12) months of final approval. Additional time in increments of six (6) months at a time may be granted, at the discretion of the Community Development Department Director, upon receipt of a request for an extension received 30 days prior to such expiration date (October 2, 2019). The operator will obtain

and exercise an active business occupancy permit within twelve (12) months from when Certificate of Occupancy is obtained. Failure to do so may cause review of the conditional use permit by the Community Development Department.



## SITE PLAN REVIEW/ PLANNING REVIEW APPLICATION

### DEVELOPMENT REVIEW PROCESS

The Development Process is used to review all project proposals (i.e., residential, commercial, industrial, and conditionally permitted uses). The process enables various City Departments and Divisions (i.e., Planning, Building, Public Works, Police, and Fire) to thoroughly analyze each proposal for conformity with the provisions established in the City's Municipal Code.

Additionally, the review process is to ensure consistency with applicable development standards, design guidelines, and building code requirements, as well as that each development proposal is designed to be compatible with any existing structures and uses on-site and/or the neighboring properties. In this way, the quality and economic health of the City's residential, commercial, and industrial districts are maintained.

### PRE-SUBMITTAL REVIEW (INFORMAL)

- Step 1* Applicant discusses project proposal with Planning Division.
- Step 2* Planning Division directs applicant to appropriate City Departments and Divisions for preliminary discussion requirements.
- Step 3* Planning Division advises applicant on steps necessary to receive final project approval (i.e., Staff level approval, Planning Commission, Redevelopment Agency).

What a Pre-submittal Review Can Do:

- Identify potential development issues or adverse environmental impacts with the proposed development.
- Provide possible alternatives or potential mitigation measures for identified issues with the proposed development.
- Provide general interpretation of the code and methods of compliance utilized on previous developments.

What a Pre-submittal Review Cannot Do:

- Predict the outcome of the actual Site Plan Review.
- Reveal all potential issues which may arise for a proposed development.
- Identify all mitigation measures at this step of the review process.

### SITE PLAN REVIEW PROCESS

- Step 4* Applicant submits **two (2)** sets of site plan, conceptual landscape plan, floor plan, roof plan, and elevation drawings along with a **CD containing these documents as an electronic file (Adobe PDF file format)** to the Planning Division accompanied by a complete Site Plan Review application and required filing fees. Submitted set of drawings must be stapled and pre-folded to approximately 8½ x 11 inches.
- Step 5* **FILING FEE: \$1,939.30** for a Site Plan Review. A **\$970.20** filing fee would apply to a single family detached dwelling on one lot with residing owner occupant who is proposing an addition of  $\geq 50\%$  of the existing square feet of the living area. A **\$264.00** filing fee would apply to a single family detached dwelling on one lot with residing owner occupant who is proposing an addition of  $\leq 49\%$  of the existing square feet of the living area.
- A **\$75.00** check made payable to the Los Angeles County Registrar/Recorder will be required for recordation of the environmental assessment for the approved project.
- Step 6* Planning Division routes the project plans to various City Departments and Divisions for review and comment. A meeting is held with various Departments and Divisions to review and discuss the project proposal. **(Approximately 4 weeks)**.
- Step 7* Planning Division transmits comments and informs applicant of next process for final project approval. If any corrections and/or additional information are required, staff will provide a written summary to the applicant. The plans must then be corrected and resubmitted to the Planning Division for further review.

**FINAL REVIEW PROCESS**

- Step 8** Planning Division determines required process for final project approval.
- Step 9** If the project does not require any other review or approvals, the project may be submitted to the Building Division for Plan Checking (skip to step 11). However, if the project requires Planning Commission (i.e., Conditional Use Permit, Variance, General Plan Amendment, Zone Change, and Subdivision) or Redevelopment Agency approval, proceed to next step.
- Step 10** Submit **seventeen (17)** sets of site plan, conceptual landscape plan, floor plan, roof plan, and elevation drawings to the Planning Division accompanied by the City-provided application and required filling fee (to include environmental fee).
- Step 11** Planning Division schedules the project to be reviewed by the appropriate hearing body. If approved, the plans, with any required revisions, may be submitted to the Building Division for Plan Checking. **(Approximately 3 weeks).**

**PLAN CHECKING AND PERMIT ISSUANCE**

- Step 12** Applicant submits **two (2)** sets of complete construction plans and documentation to the Building Division with the required Plan Check fee. Prior to acceptance by the Building Division, the Planning Division shall review the plans to ensure that they include any and all requested revisions. Building Division routes plans to other Departments and/or Divisions for review and approval. **(Approximately 3 weeks).**
- Step 13** The plans are reviewed for compliance with applicable City and State Uniform Building and Fire Codes. If any deficiencies are noted, the plans must be corrected and resubmitted to the Building Division for further review. However, if the plans are approved or approved with conditions, building permits may be obtained.
- Step 14** Once the plans have received Building Division approval and all other Division and Department (i.e., Planning, Public Works, Fire, etc.) approvals, building permits may be issued. The building permit fee is based on the valuation of the proposed development. This is determined by the type of construction and cost per square foot as adopted in the City's fee schedule. Also, any Public Works fees must be paid at this time. Additionally, the applicant is required to pay a school fee (\$x.xx/sq. ft. of building area) to the Los Angeles Unified School District. Upon completion of construction a Certificate of Occupancy will be granted.

Decisions of City Staff may be appealed to the Planning Commission. Additionally, decisions of the Planning Commission are appealed to the City Council. Appeals must be filed with the City Clerk within ten (10) days of the decision. The fee to appeal a decision is ½ the application fee. The City's Planning Division will coordinate the entire development review process.

**PROPOSED DEVELOPMENT REVIEW CHECKLIST** *The following checklist will aid the Planning Division in determining the level of review required for the proposed development submittal.*

Does the project propose new, altered, or the replacement of any of the following:

Electrical, mechanical, and/or plumbing fixtures and systems	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Roofing material (no structural changes to roof design)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Change of window(s) (not materially altering the appearance or character of the structure)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose <u>any</u> interior alterations (does not increase square footage or building height)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose new landscaping and/or hardscaping (including plant materials, driveways, walkways, and planters)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose the removal of any mature trees?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose any new and/or additional business identification signage?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose any new wall or fence construction?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project proposal require any building demolition?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose the construction of any carport or garage?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO



**ENVIRONMENTAL INFORMATION FORM (APPLICANT)**

**GENERAL INFORMATION**

1. NAME AND ADDRESS OF DEVELOPER OR PROJECT SPONSOR

*Overtun Moore Properties*

2. ADDRESS OF PROJECT

*510 Park Ave*

ASSESSOR'S BLOCK AND LOT NUMBER

3. NAME, ADDRESS, AND TELEPHONE NUMBER OF PERSON TO BE CONTACTED CONCERNING THIS PROJECT

*Jason Hines 310-354-2471*

4. LIST AND DESCRIBE ANY OTHER RELATED PERMITS AND OTHER PUBLIC APPROVALS REQUIRED FOR THIS PROJECT, INCLUDING THOSE REQUIRED BY CITY, REGIONAL, AND FEDERAL AGENCIES

*1*

5. EXISTING ZONING DISTRICT

*M-2*

6. PROPOSED USE OF SITE (PROJECT FOR WHICH THIS FORM IS FILLED)

*Industrial development*

**PROJECT DESCRIPTION**

7. SITE SIZE

*7.7 acres*

8. SQUARE FOOTAGE

*165,880*

9. NUMBER OF FLOORS OF CONSTRUCTION

*1-2*

10. AMOUNT OF OFF-STREET PARKING PROVIDED

*215*

11. PROPOSED SCHEDULING

*TBD*

12. ASSOCIATED PROJECTS

*None*

13. ANTICIPATED INCREMENTAL DEVELOPMENT

*148,880*

14. IF RESIDENTIAL, INDICATE THE NUMBER OF UNITS, SCHEDULE OF UNIT SIZES, RANGE OF SALE PRICES OR RENTS, AND TYPE OF HOUSEHOLD SIZE EXPECTED

*-*

15. IF COMMERCIAL, INDICATE THE TYPE, WHETHER NEIGHBORHOOD, CITY OR REGIONALLY ORIENTED, SQUARE FOOTAGE OF SALES AREA, AND LOADING FACILITIES

*-*

16. IF INDUSTRIAL, INDICATE TYPE, ESTIMATED EMPLOYMENT PER SHIFT, AND LOADING FACILITIES

*TBD, spec building*

17. IF INSTITUTIONAL, INDICATE THE MAJOR FUNCTION, ESTIMATED EMPLOYMENT PER SHIFT, ESTIMATED OCCUPANCY, LOADING FACILITIES, AND COMMUNITY BENEFITS TO BE DERIVED FROM THE PROJECTS

**PROJECT DESCRIPTION (CONTINUED)**

18. IF THE PROJECT INVOLVES A VARIANCE, CONDITIONAL USE OR REZONING APPLICATION, STATE THIS AND INDICATE CLEARLY WHY THE APPLICATION IS REQUIRED

*N/A*

**ENVIRONMENTAL SETTING** Please attach a brief description of the property involved (#19) and the surrounding area (#20). This can be very short and simple, a paragraph for each item.

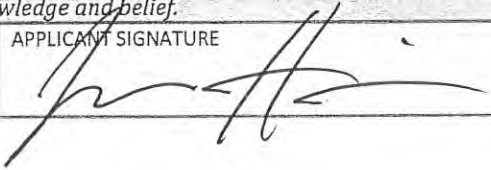
19. ON A SEPARATE PAGE, DESCRIBE THE PROJECT SITE AS IT EXISTS BEFORE THE PROJECT, INCLUDING INFORMATION ON TOPOGRAPHY, SOIL STABILITY, PLANTS AND ANIMALS, AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. DESCRIBE ANY EXISTING STRUCTURES ON THE SITE, AND THE USE OF THE STRUCTURES. ATTACH PHOTOGRAPHS OF THE SITE.

20. ON A SEPARATE PAGE, DESCRIBE THE SURROUNDING PROPERTIES, INCLUDING INFORMATION ON PLANTS AND ANIMALS AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. INDICATE THE TYPE OF LAND USE (RESIDENTIAL, COMMERCIAL, ETC.), INTENSITY OF LAND USE, AND SCALE OF DEVELOPMENT (HEIGHT, FRONTAGE, SET-BACK, REAR YARD, ETC.). ATTACH PHOTOGRAPHS OF THE VICINITY.

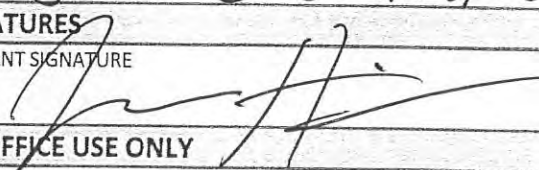
**ENVIRONMENTAL IMPACT** Are the following items applicable to the project or its effects? Discuss all items below checked "yes" (attach additional sheets as necessary).

21. CHANGE IN EXISTING FEATURES OF ANY BAYS, TIDELANDS, BEACHES, OR HILLS, OR SUBSTANTIAL ALTERATION OF GROUND CONTOURS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
22. CHANGE IN SCENIC VIEWS OR VISTAS FROM EXISTING RESIDENTIAL AREA OR PUBLIC LANDS OR ROADS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
23. CHANGE IN PATTERN, SCALE OR CHARACTER OF GENERAL AREA OF THE PROJECT?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
24. SIGNIFICANT AMOUNTS OF SOLID WASTE OR LITTER?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
25. CHANGE IN DUST, ASH, SMOKE, FUMES, OR ODORS IN VICINITY?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
26. CHANGE IN OCEAN, BAY, LAKE, STREAM, OR GROUND WATER QUALITY OR QUANTITY, OR ALTERATION OF EXISTING DRAINAGE PATTERNS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
27. SUBSTANTIAL CHANGE IN EXISTING NOISE OR VIBRATION LEVELS IN THE VICINITY?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
28. SITE ON FILLED LAND OR SLOPE OF 10 PERCENT OR MORE?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
29. USE OF DISPOSAL OF POTENTIALLY HAZARDOUS MATERIALS SUCH AS TOXIC SUBSTANCES, FLAMMABLES OR EXPLOSIVES?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
30. SUBSTANTIAL CHANGE IN DEMAND FOR MUNICIPAL SERVICES (POLICE, FIRE, WATER, SEWAGE, ETC.)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
31. SUBSTANTIAL INCREASE IN FOSSIL FUEL CONSUMPTION (ELECTRICITY, OIL, NATURAL GAS, ETC.)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
32. RELATIONSHIP TO LARGER PROJECT OR SERIES OF PROJECTS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

**CERTIFICATION** I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

APPLICANT NAME <i>Overton Moore Properties</i>	APPLICANT SIGNATURE 	DATE <i>2/3/17</i>
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**SITE PLAN REVIEW/ PLANNING REVIEW APPLICATION**

<b>APPLICANT INFORMATION</b>		
APPLICANT NAME <i>Jason Hines - Overton Moore Properties</i>		PHONE NUMBER <i>310-354-2471</i>
MAILING ADDRESS <i>5400 Playa Vista Drive</i>		
EMAIL ADDRESS <i>jhines@omprop.com</i>		FAX NUMBER
<b>PROJECT INFORMATION</b>		
SITE ADDRESS <i>510 Park Ave</i>		
REQUEST (WHAT IS BEING APPLIED FOR) <i>Development of new 165,880 square foot industrial building.</i>		
ASSESSORS PARCEL NUMBER(S) "APN" <i>2519-023-800</i>		
BUILDING SIZE <i>165,880 sq. ft.</i>		
BUILDING ADDITION (IF ANY) <i>-</i>		
PARKING AVAILABLE (NUMBER) <i>215 stalls.</i>		
LANDSCAPING PROVIDED (IN SQUARE FEET) <i>50,343 sq. ft.</i>		
<b>PROPERTY OWNER INFORMATION</b>		
PROPERTY OWNER NAME <i>Overton Moore Properties</i>		PHONE NUMBER <i>310-354-2471</i>
MAILING ADDRESS <i>19300 S. Hamilton Ave</i>		
EMAIL ADDRESS <i>jhines@omprop.com</i>		FAX NUMBER
<b>SIGNATURES</b>		
APPLICANT SIGNATURE 		PROPERTY OWNER SIGNATURE
<b>FOR OFFICE USE ONLY</b>		
DATE FILED		ACCEPTED BY <i>F.V.</i>
CASE NO. <i>2018-004</i>	ZONING <i>M-1</i>	GPA

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**SITE PLAN REVIEW/ PLANNING REVIEW APPLICATION**

**PROPOSED DEVELOPMENT REVIEW CHECKLIST (CONTINUED)**

Does the project propose to enclose a porch or staircase?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose a new and/or additional deck, patio cover, or trellis?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Is the project proposed on a vacant parcel of land?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Is an accessory dwelling unit proposed?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Does the project propose new residential, commercial, industrial, or institutional buildings?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Is any proposed accessory structure greater than 400 square feet?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Does the project propose an additional residential unit in an existing residential development?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Does the project propose a primary residential building that will be larger than the average of structures in the immediate vicinity in the same zone?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Is <u>any</u> change in use proposed (i.e.: residential to commercial, single-family to multi-family, etc)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Will the proposal expand or intensify a current land use?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Does the proposal include a façade improvement that would compromise or significantly alter the original character of the structure?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Does the project propose an addition greater than 50% of the existing square footage of the structure?	<input checked="" type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Will the proposal increase vehicular traffic resulting in a change of traffic volume or patterns in the area, parking, noise, lighting, etc.?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Does the proposal include <u>any</u> addition in square footage to a commercial, industrial, or institutional building?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

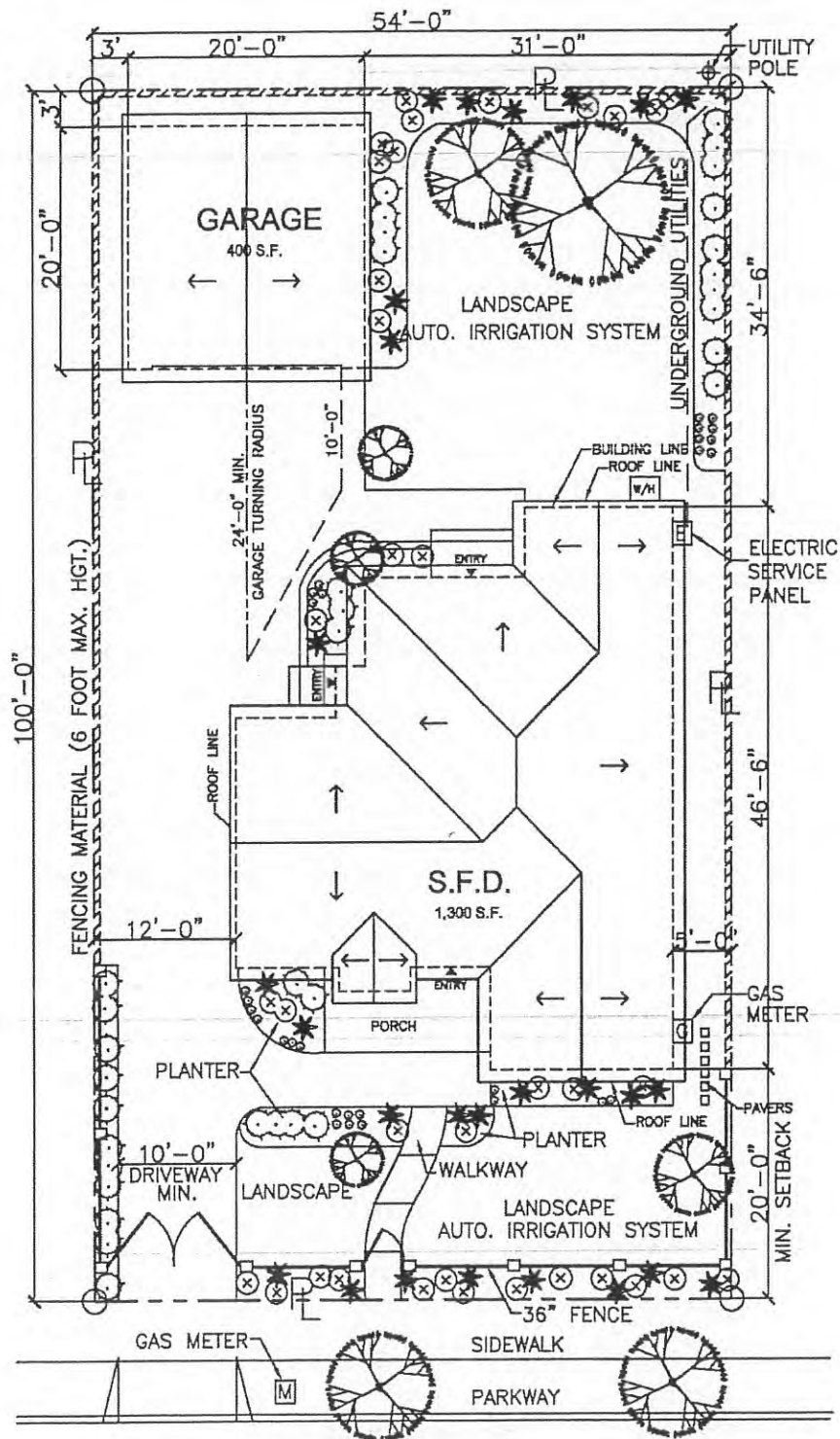
**SITE PLAN SUBMITTAL REQUIREMENTS – CONTENT OF THE SITE PLAN**

The site plan shall indicate clearly and will full dimensions the following information:

- (1) Lot dimensions, setbacks, yards, and open space.
- (2) Existing and proposed buildings and structures, including location, size, height, number of stories, proposed use, and location of doors.
- (3) Distance between proposed structure and any off-site structure located within 10 feet of the property line on adjacent lots.
- (4) Walls, fences, and landscaping: location, height, and materials.
- (5) Off-street parking: location, dimensions of parking area, number of spaces, arrangement of spaces, and internal circulation pattern.
- (6) Access: pedestrian, vehicular, service; and definitions of all points of ingress and egress.
- (7) North arrow, scale, and site address.
- (8) Loading areas: location, dimensions, number of spaces, internal circulation, and access from public streets.
- (9) Lighting: including general nature, location, and hooding devices.
- (10) Existing and proposed off-site improvements: including location of utility poles, fire hydrant, street lights, street trees, parkway landscape, and water meter.
- (11) Landscaping: including existing mature trees and proposed trees and plant materials.
- (12) Outdoor storage and activities if permitted in the zone: including type, location, and height of screening devices.
- (13) Drainage and grading plan.
- (14) Such other data as may be required to assist the planning director to act on the plan.



**SAMPLE SITE PLAN**



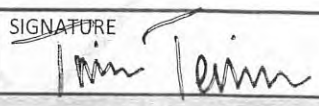
123 BRAND BOULEVARD

**SAMPLE  
SITE PLAN**

SCALE 1/8"=1'-0"



NORTH

PROJECT INFORMATION			
SITE ADDRESS(ES) 510 Park Avenue, San Fernando, CA			
ASSESSORS PARCEL NUMBER(S) "APN" 2519-023-800			
LOT SIZE Grs - 7.66 acres / Net- 7.59 acres		EXISTING BUILDING (SQUARE FOOTAGE) 26,600 SF	
PROPOSED ADDITION (SQUARE FOOTAGE) 168,990 SF (includes 7,000 SF of office area)		TOTAL PARKING SPACES (ON-SITE/OFF-SITE) 207 spaces on-site	
PROPOSED USE(S) Industrial/ Warehouse/ Distribution		LANDSCAPING (SQUARE FOOTAGE) 48,883 SF	
PROJECT DESCRIPTION/TYPE OF CONDITIONAL USE PERMIT REQUEST <i>Include any additional information on separate sheet and attach to the back of this application</i>  A new industrial concrete tilt-up dock high warehouse building (type III-B), totaling 168,990 square feet (that includes 7,000 square feet of office area). Conditional Use permit for warehouse and distribution use is being requested.			
APPLICANT INFORMATION			
APPLICANT NAME FLP San Fernando LLC		PHONE NUMBER 310-354-2466	
MAILING ADDRESS 1900 S Hamilton Ave, Suite 200, Gardena, CA 90248			
FAX NUMBER 310-608-7997	EMAIL ADDRESS jhines@omprop.com	SIGNATURE 	
PROPERTY OWNER INFORMATION			
PROPERTY OWNER NAME FLP San Fernando LLC		PHONE NUMBER 310-354-2460	
MAILING ADDRESS 1900 S Hamilton Ave, Suite 200, Gardena, CA 90248			
FAX NUMBER 310-608-7997	EMAIL ADDRESS ttecimer@omprop.com	SIGNATURE 	
FOR OFFICE USE ONLY			
CUP APPLICATION \$ 3,005.00	ZONE	GENERAL PLAN AREA	FILE NUMBER
AIMS SURCHARGE \$ 300.50	DATE FILED		CUP NO.
ENVIRONMENTAL \$ 204.00			
NOTIFICATION \$ 120.00	ACCEPTED BY		AIMS NO.
PUBLISHING \$ 600.00			
TOTAL FEE \$4,229.50			CROSS REFERENCE
COMMENTS			SPR NO.
			VAR NO.
			OTHER





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<b>ENVIRONMENTAL INFORMATION FORM (APPLICANT)</b>	
<b>GENERAL INFORMATION</b>	
1. NAME AND ADDRESS OF DEVELOPER OR PROJECT SPONSOR	FLP San Fernando LLC - 19300 Hamilton Avenue Suite 200, Gardena CA 90248
2. ADDRESS OF PROJECT	510 Park Avenue, San Fernando, CA
3. ASSESSOR'S BLOCK AND LOT NUMBER	2519-023-800
4. NAME, ADDRESS, AND TELEPHONE NUMBER OF PERSON TO BE CONTACTED CONCERNING THIS PROJECT	Jason Hines; 310-354-2471; 19300 S Hamilton Ave, Suite 200, Gardena, CA 90248
5. LIST AND DESCRIBE ANY OTHER RELATED PERMITS AND OTHER PUBLIC APPROVALS REQUIRED FOR THIS PROJECT, INCLUDING THOSE REQUIRED BY CITY, REGIONAL, AND FEDERAL AGENCIES	Construction permits (Demo, Grading, Building, Encroachment, Offsite, etc.), City of LA Fire, SCAQCB, State for NOI.
6. EXISTING ZONING DISTRICT	Limited Industrial (M-1), GP: Industrial (IND)
7. PROPOSED USE OF SITE (PROJECT FOR WHICH THIS FORM IS FILLED)	A new industrial concrete tilt-up dock high warehouse building (type III-B), totaling 168,990 square feet (that includes 7,000 square feet of office area).
<b>PROJECT DESCRIPTION</b>	
8. SITE SIZE	Grs - 7.66 acres / Net- 7.59 acres
9. SQUARE FOOTAGE	168,990 SF (includes 7,000 SF of office area)
10. NUMBER OF FLOORS OF CONSTRUCTION	2 in the office area; 1 story everywhere else
11. AMOUNT OF OFF-STREET PARKING PROVIDED	207 stalls
12. PROPOSED SCHEDULING	As permitted - TBD
13. ASSOCIATED PROJECTS	None
14. ANTICIPATED INCREMENTAL DEVELOPMENT	No phasing will be proposed
15. IF RESIDENTIAL, INDICATE THE NUMBER OF UNITS, SCHEDULE OF UNIT SIZES, RANGE OF SALE PRICES OR RENTS, AND TYPE OF HOUSEHOLD SIZE EXPECTED	N/A
16. IF COMMERCIAL, INDICATE THE TYPE, WHETHER NEIGHBORHOOD, CITY OR REGIONALLY ORIENTED, SQUARE FOOTAGE OF SALES AREA, AND LOADING FACILITIES	N/A
17. IF INDUSTRIAL, INDICATE TYPE, ESTIMATED EMPLOYMENT PER SHIFT, AND LOADING FACILITIES	Warehousing (Type III-B), Future tenants have not been identified for the proposed warehouse and the number of future employees is not known.



**PROJECT DESCRIPTION (CONTINUED)**

18. IF INSTITUTIONAL, INDICATE THE MAJOR FUNCTION, ESTIMATED EMPLOYMENT PER SHIFT, ESTIMATED OCCUPANCY, LOADING FACILITIES, AND COMMUNITY BENEFITS TO BE DERIVED FROM THE PROJECTS

N/A

19. IF THE PROJECT INVOLVES A VARIANCE, CONDITIONAL USE OR REZONING APPLICATION, STATE THIS AND INDICATE CLEARLY WHY THE APPLICATION IS REQUIRED

Conditional Use Permit Required for Warehouse and Distribution Use

**ENVIRONMENTAL SETTING** *Please attach a brief description of the property involved (#19) and the surrounding area (#20). This can be very short and simple, a paragraph for each item.*

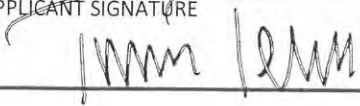
20. ON A SEPARATE PAGE, DESCRIBE THE PROJECT SITE AS IT EXISTS BEFORE THE PROJECT, INCLUDING INFORMATION ON TOPOGRAPHY, SOIL STABILITY, PLANTS AND ANIMALS, AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. DESCRIBE ANY EXISTING STRUCTURES ON THE SITE, AND THE USE OF THE STRUCTURES. ATTACH PHOTOGRAPHS OF THE SITE.

21. ON A SEPARATE PAGE, DESCRIBE THE SURROUNDING PROPERTIES, INCLUDING INFORMATION ON PLANTS AND ANIMALS AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. INDICATE THE TYPE OF LAND USE (RESIDENTIAL, COMMERCIAL, ETC.), INTENSITY OF LAND USE, AND SCALE OF DEVELOPMENT (HEIGHT, FRONTAGE, SET-BACK, REAR YARD, ETC.). ATTACH PHOTOGRAPHS OF THE VICINITY.

**ENVIRONMENTAL IMPACT** *Are the following items applicable to the project or its effects? Discuss all items below checked "yes" (attach additional sheets as necessary).*

22. CHANGE IN EXISTING FEATURES OF ANY BAYS, TIDELANDS, BEACHES, OR HILLS, OR SUBSTANTIAL ALTERATION OF GROUND CONTOURS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
23. CHANGE IN SCENIC VIEWS OR VISTAS FROM EXISTING RESIDENTIAL AREA OR PUBLIC LANDS OR ROADS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
24. CHANGE IN PATTERN, SCALE OR CHARACTER OF GENERAL AREA OF THE PROJECT?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
25. SIGNIFICANT AMOUNTS OF SOLID WASTE OR LITTER?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
26. CHANGE IN DUST, ASH, SMOKE, FUMES, OR ODORS IN VICINITY?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
27. CHANGE IN OCEAN, BAY, LAKE, STREAM, OR GROUND WATER QUALITY OR QUANTITY, OR ALTERATION OF EXISTING DRAINAGE PATTERNS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
28. SUBSTANTIAL CHANGE IN EXISTING NOISE OR VIBRATION LEVELS IN THE VICINITY?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
29. SITE ON FILLED LAND OR SLOPE OF 10 PERCENT OR MORE?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
30. USE OF DISPOSAL OF POTENTIALLY HAZARDOUS MATERIALS SUCH AS TOXIC SUBSTANCES, FLAMMABLES OR EXPLOSIVES?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
31. SUBSTANTIAL CHANGE IN DEMAND FOR MUNICIPAL SERVICES (POLICE, FIRE, WATER, SEWAGE, ETC.)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
32. SUBSTANTIAL INCREASE IN FOSSIL FUEL CONSUMPTION (ELECTRICITY, OIL, NATURAL GAS, ETC.)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
33. RELATIONSHIP TO LARGER PROJECT OR SERIES OF PROJECTS?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

**CERTIFICATION** *I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.*

APPLICANT NAME	APPLICANT SIGNATURE	DATE
FLP San Fernando LLC		3-30-18



**ENVIRONMENTAL SETTING** *Please attach a brief description of the property involved (#19) and the surrounding area (#20). This can be very short and simple, a paragraph for each item.*

19. ON A SEPARATE PAGE, DESCRIBE THE PROJECT SITE AS IT EXISTS BEFORE THE PROJECT, INCLUDING INFORMATION ON TOPOGRAPHY, SOIL STABILITY, PLANTS AND ANIMALS, AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. DESCRIBE ANY EXISTING STRUCTURES ON THE SITE, AND THE USE OF THE STRUCTURES. ATTACH PHOTOGRAPHS OF THE SITE.
20. ON A SEPARATE PAGE, DESCRIBE THE SURROUNDING PROPERTIES, INCLUDING INFORMATION ON PLANTS AND ANIMALS AND ANY CULTURAL, HISTORICAL OR SCENIC ASPECTS. INDICATE THE TYPE OF LAND USE (RESIDENTIAL, COMMERCIAL, ETC.), INTENSITY OF LAND USE, AND SCALE OF DEVELOPMENT (HEIGHT, FRONTAGE, SET-BACK, REAR YARD, ETC.). ATTACH PHOTOGRAPHS OF THE VICINITY.

19. The property is currently a Frontier Communications maintenance yard. The existing site improvements include several buildings of varying usage and material type, including offices, warehouse, maintenance, and storage buildings. The remainder of the site is covered with A.C. and concrete pavements used for parking/drive aisles. Onsite vegetation is sparse, consisting primarily of parkway trees along Park Avenue & Library Street, parkway trees and shrubs along 5th Street, and a few trees onsite along the driveway off of Park Avenue.

20. The areas immediately surrounding the property are comprised of industrial uses with buildings of all varying sizes and intensities.

NW - GP: Industrial Z: M-1

NE - GP: Industrial Z: M-1

SW - GP: Industrial Z: M-1

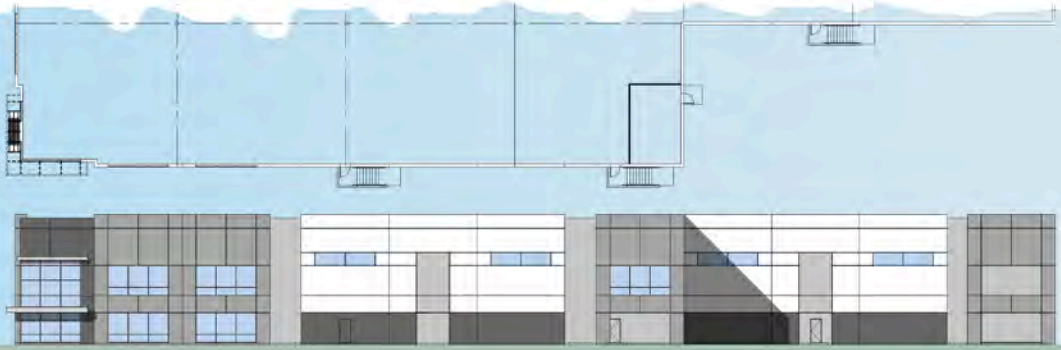
SE: Flood ROW



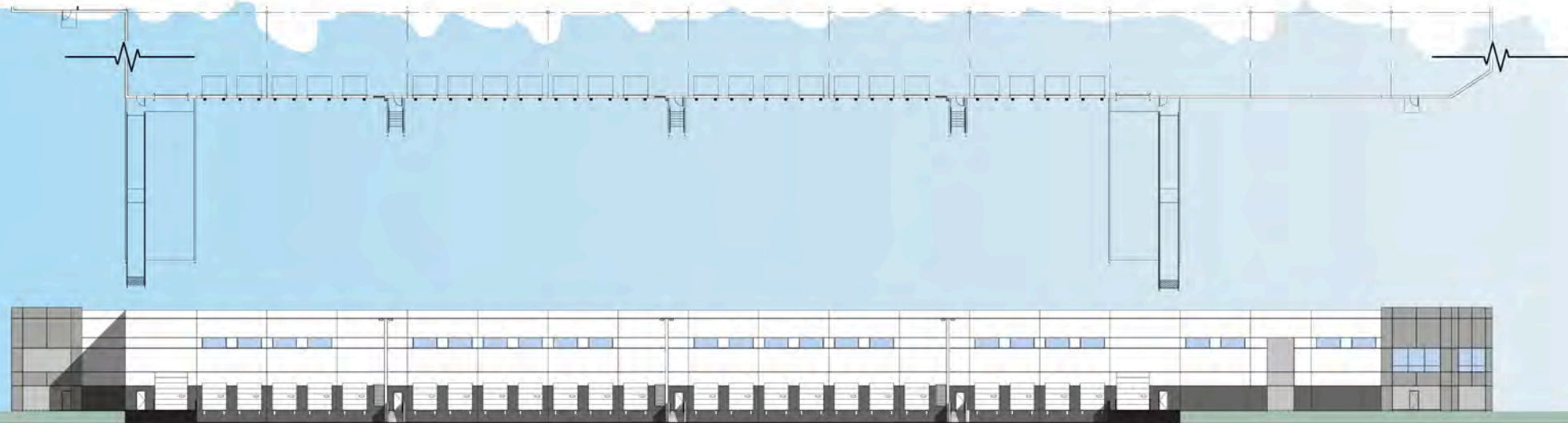




North Elevation



West Elevation



South Elevation

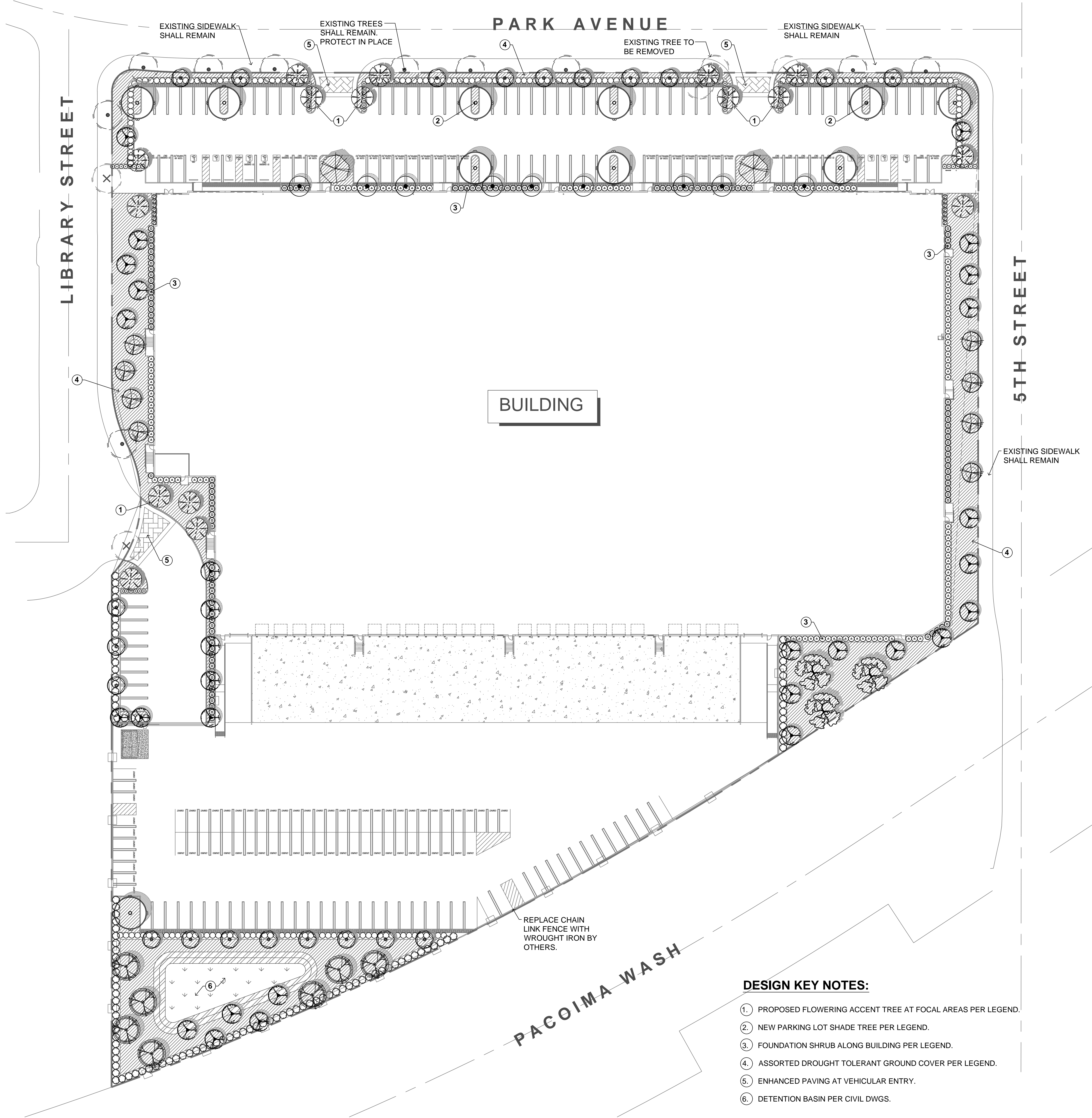


East Elevation

510 Park Avenue  
SAN FERNANDO, CA







DESIGN KEY NOTES:

1. PROPOSED FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND.
2. NEW PARKING LOT SHADE TREE PER LEGEND.
3. FOUNDATION SHRUB ALONG BUILDING PER LEGEND.
4. ASSORTED DROUGHT TOLERANT GROUND COVER PER LEGEND.
5. ENHANCED PAVING AT VEHICULAR ENTRY.
6. DETENTION BASIN PER CIVIL DWGS.

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	SMALL FLOWERING ACCENT TREE LAGERSTROEMIA L. 'WATERMELON RED', CRAPE MYRTLE 36" BOX SIZE AT DRIVE ENTRIES.	16	L
	LARGE FLOWERING ACCENT TREE KOELREUTERIA BIPINNATA, CHINESE FLAME TREE 36" BOX SIZE.	2	L
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 36" BOX SIZE.	10	L
	SECONDARY PARKING LOT TREE BRACHYCHITON POPULNEUS, BOTTLE TREE 24" BOX SIZE.	21	L
	VERTICAL TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE.	9	L
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE.	10	L
	EVERGREEN SCREEN TREE PINUS ELДАРICA, MONDELL PINE 24" BOX SIZE.	30	L
	CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE.	3	L
	CA NATIVE TREE PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 36" BOX SIZE.	7	L

SHRUB NAME		WUCOLS
SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:		
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L

GROUND COVER/SHRUB MASS NAME		WUCOLS
GROUND COVER AND SHRUB MASSES SHALL BE CHOSEN FROM THE FOLLOWING LIST:		
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA 'DWARF YELLOW', YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	TYP. EROSION CONTROL DROUGHT TOLERANT BANK PLANTING SUCH AS BACCHARIS PILULARIS, COYOTE BUSH	M
	DETENTION BASIN BOTTOM SHALL RECEIVE A HYDROSEED MIX CONSISTING OF THE FOLLOWING: <ul style="list-style-type: none"><li>• ACHILLEA MILLEFOLIUM 1.0 LBS/ ACRE</li><li>• ESCHSCHOLZIA CAESPITOSA 1.0 LBS/ ACRE</li><li>• JUNCUS BUFONIUS 1.0 LBS/ ACRE</li><li>• LEYMUS TRITICODIDESRIO 6.0 LBS/ ACRE</li><li>• DESCHAMISIA DESPITOSA 4.0 LBS/ ACRE</li><li>• FESTUCA RUBRA 'MOLATE' 10.0 LBS/ ACRE</li><li>• HORDEUM BRACHYANTHERUM 6.0 LBS/ ACRE</li><li>• MUHLENBERGIA RIGENS 1.0 LBS/ ACRE</li><li>• MUHLENBERGIA MICROSPERMA 3.0 LBS/ ACRE</li><li>• HORDEUM DEPRESSUM 3.0 LBS/ ACRE</li></ul>	M

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 1-NORTH-CENTRAL COASTAL.

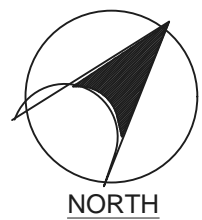
H = HIGH WATER NEEDS  
M = MODERATE WATER NEEDS  
L = LOW WATER NEEDS  
VL = VERY LOW WATER NEEDS



**SPLA**  
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.  
2883 VIA RANCHEROS WAY  
FALLBROOK, CA 92028  
PH: 760-842-8993

CONCEPTUAL LANDSCAPE PLAN  
510 PARK AVENUE

SAN FERNANDO, CA



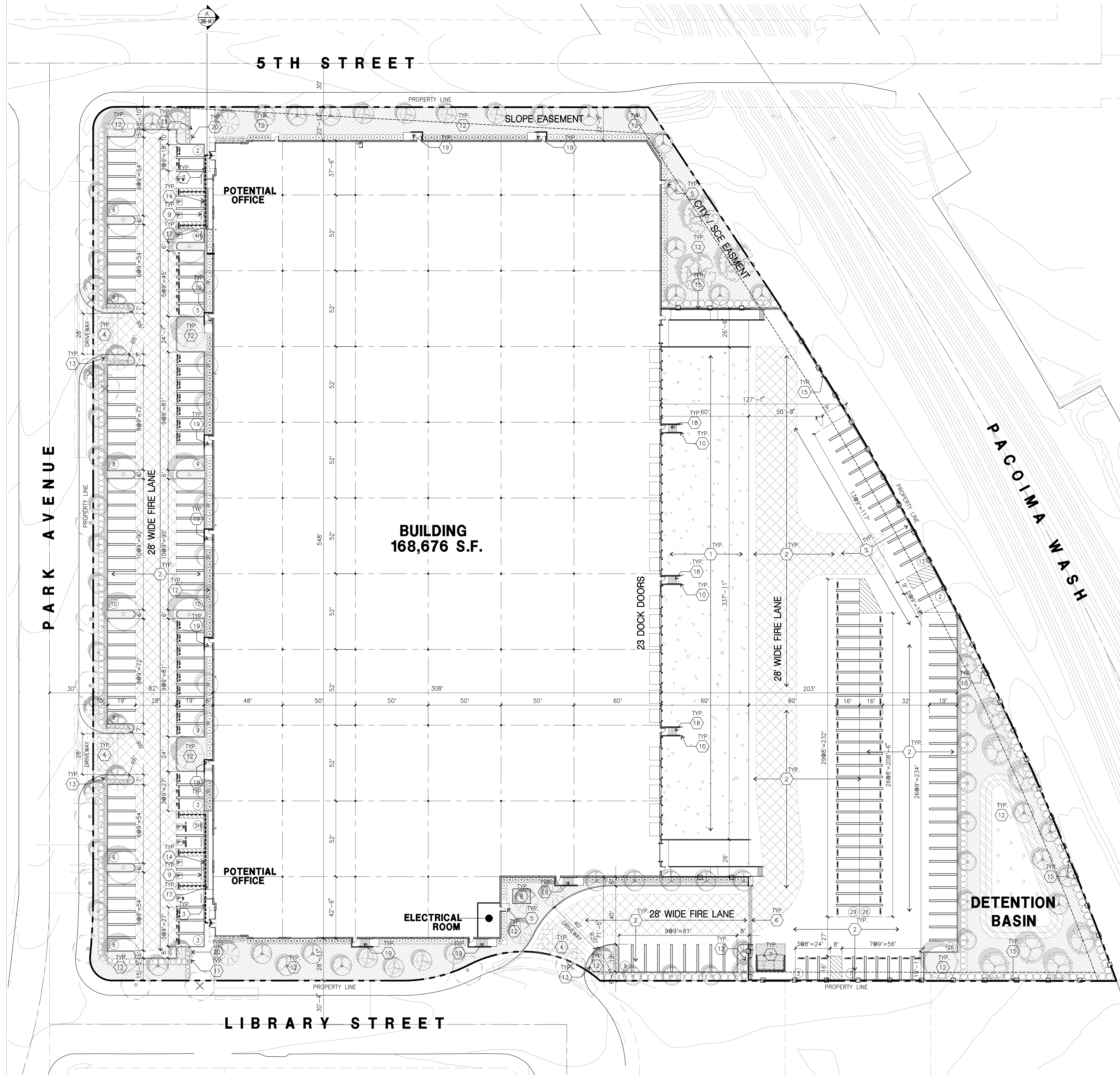
0' 30' 60' 90' 120'  
SCALE: 1" = 30'-0"

SEPTEMBER 11, 2018

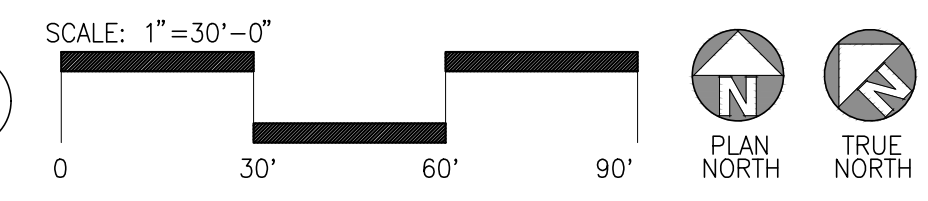
L-1

**OMP**  
OVERTON MOORE PROPERTIES





OVERALL SITE PLAN  
scale: 1"=30'-0"



PROJECT INFORMATION

<b>Owner / Applicant</b> FLP SAN FERNANDO LLC 19300 S HAMILTON AVE GARDENA, CA 90248 PHONE: 310-354-2460 CONTACT: JASON HINES	<b>Construction Type</b> CONCRETE TILT-UP BUILDING  BUILDING OCCUPANCY : S-1 / B CONSTRUCTION TYPE I III-B	<b>Legal Description</b> LOT 1 OF TRACT NO. 23012, IN THE CITY OF SAN FERNANDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 610, PAGES 3 AND 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
<b>Project Address</b> 510 PARK AVE. SAN FERNANDO, CA	<b>Code Analysis</b> 2016 CALIFORNIA BUILDING CODE 2016 CALIFORNIA PLUMBING CODE 2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA ELECTRICAL CODE 2016 CALIFORNIA FIRE CODE 2016 CALIFORNIA ENERGY CODE 2016 CALIFORNIA GREEN BUILDING STANDARDS	<b>APN</b> 2519-023-800
<b>Applicant Representative</b> HPA, INC. 18831 BARDEEN AVE. STE 100 IRVINE, CA 92612 PHONE: 949-863-2138 CONTACT: MATTHEW LEE		<b>Zoning</b> M-1 LIMITED INDUSTRIAL  <b>General Plan</b> IND - INDUSTRIAL

SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING.
- 3 CONCRETE WALKWAY, MEDIUM BROOM FINISH.
- 4 DRIVEWAY APRONS TO BE CONSTRUCTED.
- 5 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
- 6 PROVIDE 8" HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- 7 TRASH ENCLOSURE PER CITY STANDARD.
- 8 APPROXIMATE LOCATION OF TRANSFORMER.
- 9 PRE-CAST CONCRETE WHEEL STOP.
- 10 CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
- 11 DESIGNATED SMOKING AREA.
- 12 LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
- 13 ACCESSIBLE ENTRY SIGN.
- 14 ACCESSIBLE PARKING STALL SIGN.
- 15 8" HIGH METAL FENCE.
- 16 NOT USED.
- 17 TRUNCATED DOME.
- 18 EXTERIOR METAL STAIR WITH GUARDRAIL AND HANDRAIL.
- 19 EXTERIOR CONCRETE STAIR WITH GUARDRAIL AND HANDRAIL.
- 20 EXTERIOR BIKE RACK.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: NORCAL 2/28/17.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SCALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

VICINITY MAP



SITE LEGEND

	CONCRETE PAVING SEE "C" DRWS. FOR THICKNESS		LANDSCAPED AREA
	ASPHALT CONCRETE PAVING SEE "C" DRWS. FOR THICKNESS		PATH OF TRAVEL
	STANDARD PARKING STALL (9' X 19')		28' FIRE WIDE FIRELANE
	DISABLED PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE		EXISTING PUBLIC FIRE HYDRANT
	DISABLED PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE		PRIVATE FIRE HYDRANT- APPROXIMATE LOCATION

PROJECT DATA

<b>SITE AREA</b>	
In s.f.	333,831 s.f.
In acres	7.66 ac
<b>BUILDING AREA</b>	
Office - 1st floor	4,800 s.f.
Office - 2nd floor	4,732 s.f.
Warehouse	159,144 s.f.
TOTAL	168,676 s.f.
COVERAGE	50.5%
<b>AUTO PARKING REQUIRED</b>	
Office: 1/300 s.f.	32 stalls
Whse: 1st 72k @ 1/750 s.f.	96 stalls
above 72k @ 1/1,000 s.f.	87 stalls
TOTAL	215 stalls
<b>AUTO PARKING PROVIDED</b>	
Standard Parking (9' x 19')	112 stalls
Compact Parking (8' x 16')	65 stalls
Accessible Parking (9' x 19')	5 stalls
Accessible Van Parking (12' x 19')	2 stalls
EV Accessible Parking	1 stalls
EV Accessible Van Parking	1 stalls
EV Parking (9' x 19')	10 stalls
Clean Air / Van Pool (9' x 19')	19 stalls
TOTAL	215 stalls
<b>MAXIMUM FLOOR AREA RATIO</b>	
FAR - 60%	
<b>ZONING ORDINANCE FOR CITY</b>	
Zone - Limited Industrial (M-1)	
<b>MAXIMUM BUILDING HEIGHT ALLOWED</b>	
Height - 45'	
<b>SETBACKS</b>	
Front - 10'	
Side/Rear - 10'	
<b>LANDSCAPE REQUIREMENT</b>	
Percentage - 15%	
<b>LANDSCAPE PROVIDED</b>	
Percentage -	14.6%
In s.f.	48,883 s.f.



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18831 bardeen avenue - ste.  
#100 irvine, ca  
92612  
tel: 949-863-1770  
fax: 949-863-0851  
email: hpa@hparchs.com

Owner:  
FLP SAN  
FERNANDO LLC  
C/O  
**OMP**  
OVERTON MOORE PROPERTIES  
19300 S. HAMILTON AVE.  
GARDENA, CA 90248  
TEL : 310-354-2460

Project:

SAN FERNANDO  
INDUSTRIAL  
CENTER

510 PARK AVE.  
SAN FERNANDO, CA

Consultants:

Civil:	THIENES ENGINEERING
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	SPLA
Fire Protection:	-
Soils Engineer:	-

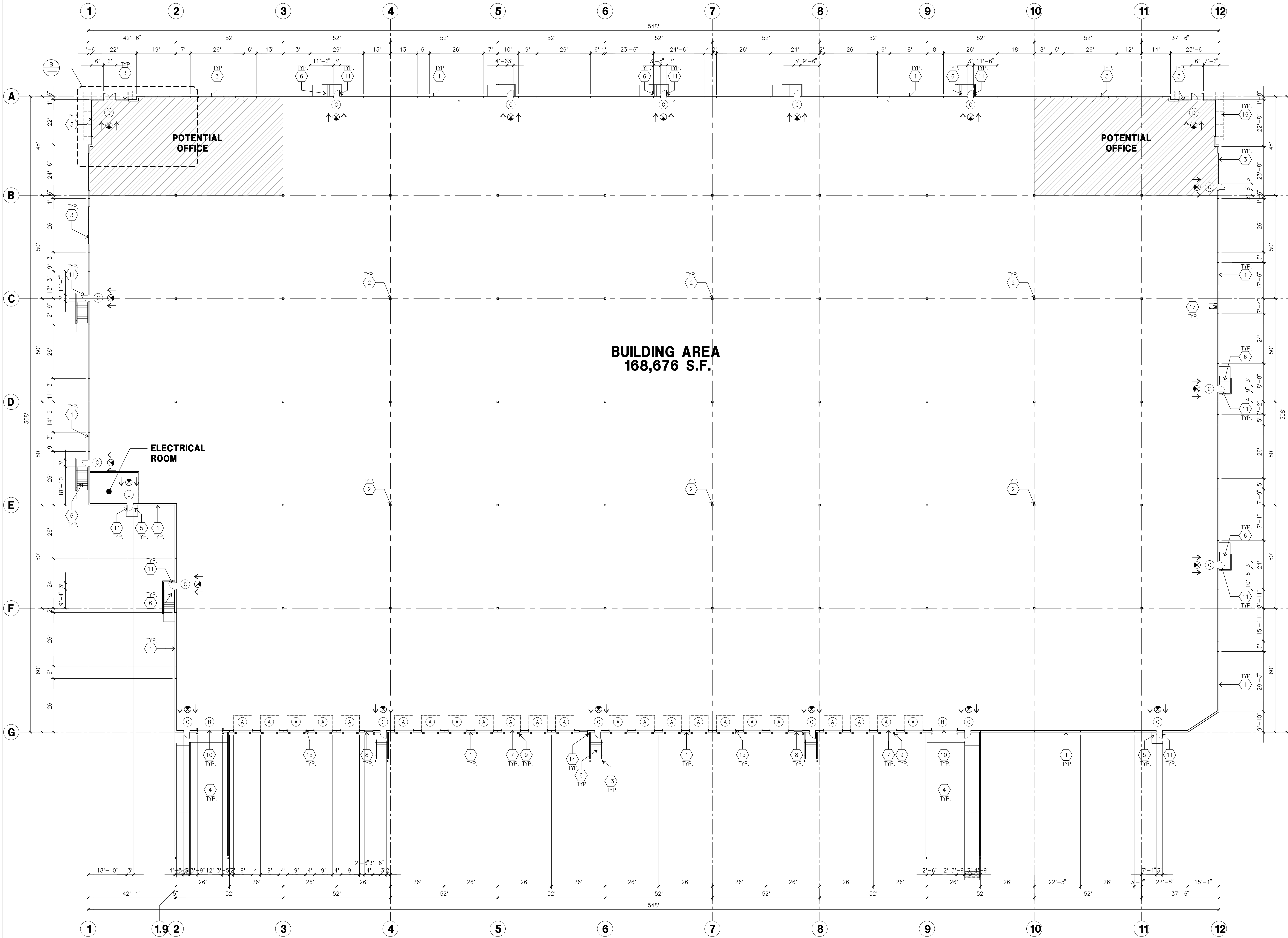
Title: Overall Site Plan

Project Number: 16431  
Drawn by: ML  
Date: 09/12/18  
Revision:

Sheet:

DAB-A1.1





### FLOOR PLAN KEYNOTES

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE RAMP W/ 42" HIGH CONC. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
- 5 5'-6" X 5'-6" X 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
- 6 EXTERIOR CONCRETE STAIR.
- 7 9' X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE.
- 8 LOUVERED OPENING FOR VENTILATION.
- 9 DOCK DOOR BUMPER TYPICAL.
- 10 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
- 11 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 12 SOFFIT LINE ABOVE.
- 13 CONC. FILLED GUARD POST. 6" DIA. U.N.O. 42"H.
- 14 EXTERIOR DOWNSPOUT WITH 2 OVERFLOW SCUPPER.
- 15 Z GUARD.
- 16 METAL CANOPY ABOVE.
- 17 ROOF ACCESS LADDER.

### FLOOR PLAN GENERAL NOTES

- 1 THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APPROXIMATELY 100' O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- 2 FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- 3 SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- 4 WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- 5 SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- 6 ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRID LINE, OR FACE OF STUD U.N.O.
- 7 SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- 8 SEE BELOW FOR DOOR TYPES AND SIZES. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- 9 CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
- 10 ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.
- 11 HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- 12 EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- 13 NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11B-703.5
- 14 ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW. SEE A/A4.1 OFFICE SECTION.
- 15 PROVIDE FIRE RATED PANEL JOINTS AND CAULKING AT ALL OPENINGS ON 3HR FIRE RATED WALL. SEE A DRAWING FOR LOCATIONS.
- 16 PROVIDE 2A 10B-C FIRE EXTINGUISHERS FOR OFFICE AREA (1 FOR EVERY 1,500 SF) AND 4A 40B-C FIRE EXTINGUISHERS FOR WAREHOUSE AREA (1 FOR EVERY 1,000 SF)

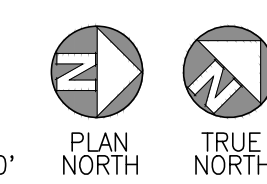
### FLOOR SLAB & POUR STRIPS REQ.

- THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPACTION - 95%
  2. TRENCH COMPACTION - 90%
  3. BUILDING FLOOR SLAB: SEE STRUCTURAL DRAWINGS.
  4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
  5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
  6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
  7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
  8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
  9. SLAB TO BE FF50 FL35 MEASURED WITHIN 24 HOURS.
  10. NO FLY ASH IN THE CONCRETE
  11. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.
  12. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER
  13. 10" POUR STRIP AT TRUCK DOOR. 4FT. MAX. ELSEWHERE.
  14. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES FILLED WITH APPROVED 2 PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEGA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR EQUAL.
  15. PROVIDE FIRE EXTINGUISHERS PER FIRE DEPARTMENT REQUIREMENT.
  16. MM-80 AT SPEED BAY ONLY

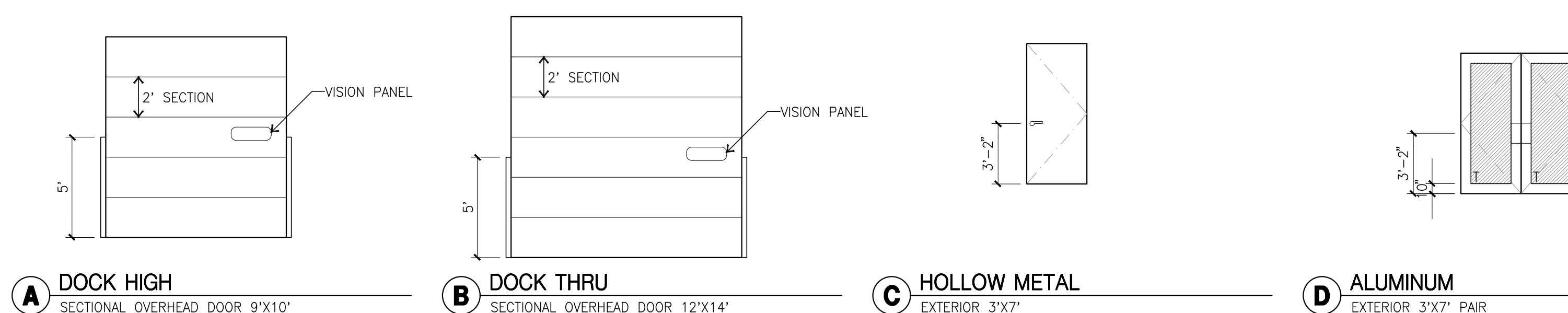
### OVERALL FLOOR PLAN

scale: 1" = 20'-0"

SCALE: 1" = 20'-0"



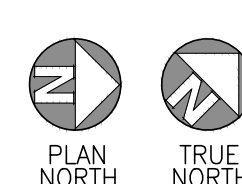
### DOOR LEGEND



### ENLARGED FLOOR PLAN

scale: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"



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fax: 949•863•0851  
email: hpa@hparchs.com

Owner:  
FLP SAN  
FERNANDO LLC

C/O

**OMP**  
OVERTON MOORE PROPERTIES

19300 S. HAMILTON AVE.  
GARDENA, CA 90248  
TEL : 310-354-2460

Project:

**SAN FERNANDO  
INDUSTRIAL  
CENTER**

510 PARK AVE.  
SAN FERNANDO, CA

Consultants:

Civil:	THIENES ENGINEERING
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	SPLA
Fire Protection:	-
Soils Engineer:	-

Title: overall floor plan bldg

Project Number: 16431  
Drawn by: ML  
Date: 09/12/18  
Revision:

Sheet:

**DAB-A2.1**

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT





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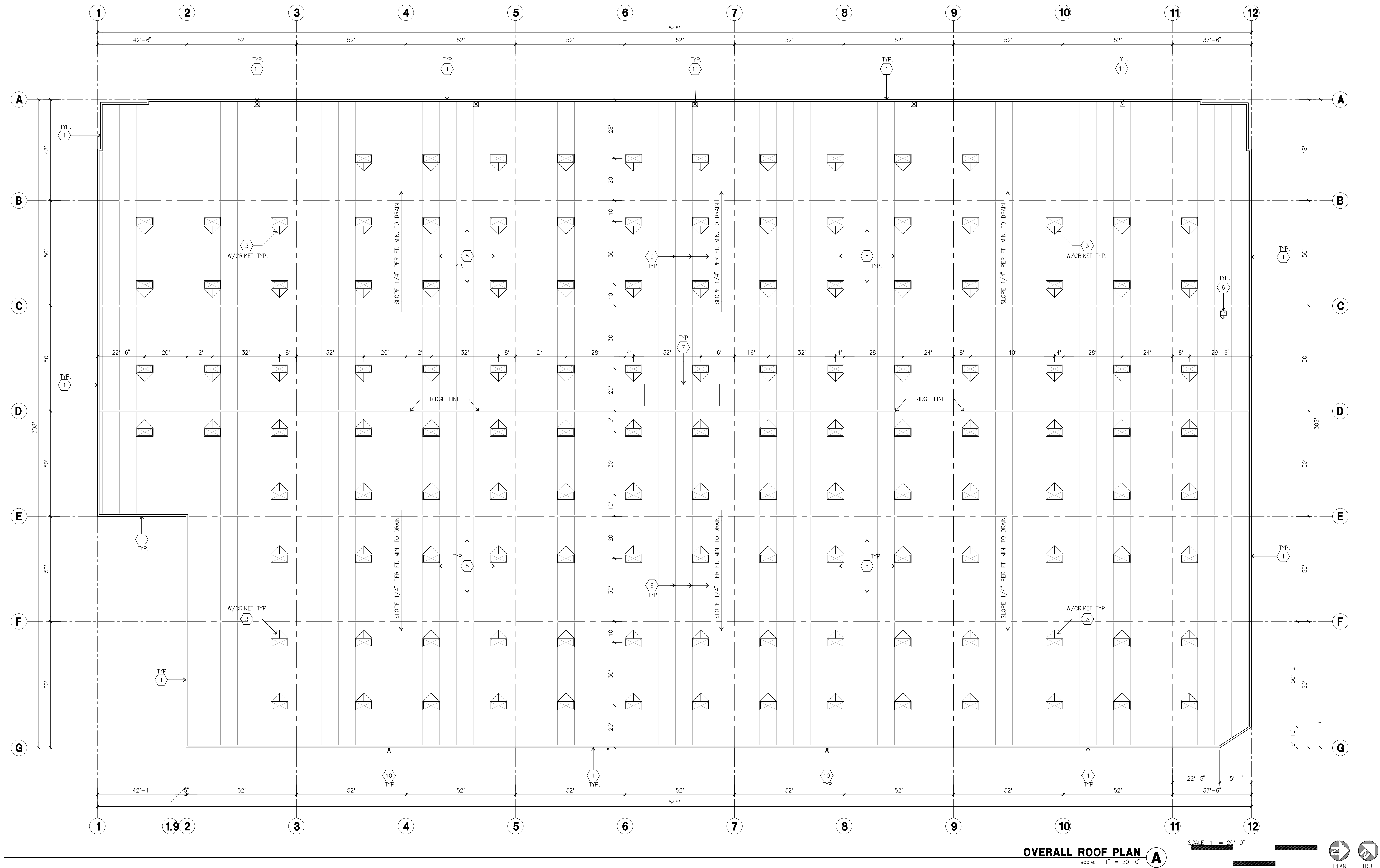
Consultants:  
  
Civil: THIENES ENGINEERING  
Structural: -  
Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: SPLA  
Fire Protection: -  
Soils Engineer: -

Title:  
overall roof plan

Project Number: 16431  
Drawn by: ML  
Date: 09/12/18  
Revision:

Sheet:

DAB-A2.10



#### ROOF PLAN KEYNOTES

- 1 CONCRETE PARAPET.
- 2 NOT USED
- 3 4'X8" CURB MOUNTED SKYLIGHT.
- 4 NOT USED
- 5 PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING. U.N.O., ROOFING TO BE ND-24 CAP ROOFING BY JOHNS-MANVILLE OR EQUAL (CLASS A RATED). 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
- 6 ROOF HATCH LOCATION.
- 7 ROOF ADDRESS PAINTED BLACK WITH 4" HIGH AND 1" WIDE STROKE PER LETTER.
- 8 NOT USED
- 9 STRUCTURAL JOIST.
- 10 EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
- 11 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.

#### ROOF LEGEND

- |  |                                       |  |   |
|--|---------------------------------------|--|---|
|  | 4' X 8' SKYLIGHT<br>ICC-ESR-2415      |  | BUILDING PARAPET LINE                     |
|  | STRUCTURAL JOISTS<br>SEE 5' DRAWINGS. |  | EXTERIOR DOWNSPOUT<br>W/ OVERFLOW SCUPPER |
|  |                                       |  | INTERIOR DOWNSPOUT<br>W/ OVERFLOW SCUPPER |

#### SKYLIGHT CALCULATION

PROJECT:  
CLEAR HEIGHT IN WAREHOUSE ARE = 30 FT. CLEAR FROM 6" BEYOND COLUMN "C"  
SEE A2.1 FOR LOCATIONS

##### REQUIRED

BUILDING FOOTPRINT = 165,990 S.F.  
SKYLIGHTS REQUIRED = 2.5% = 4,150 S.F. (130 E.A.)

##### PROVIDED

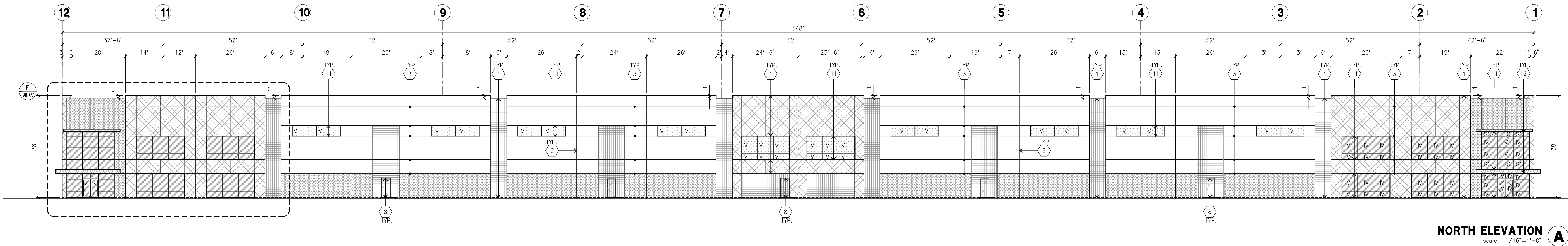
SKYLIGHTS PROVIDED = 2.5% = 4,160 S.F. (130 E.A.)

##### MODEL

SKYLIGHT MODEL MANUFACTURED BY BRISTOLITE DAYLIGHTING SYSTEM  
MODEL # T4896-SS-CM-1-HS1 OR EQUAL  
ICC-ESR-3177

BURGLAR BAR REQUIRED





### ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. 12" X 14" OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT ALL TREAD PER ADA REQUIREMENTS.
7. 4" X 8" METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
9. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
10. DOCK DOOR BUMPER TYPICAL.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. METAL CANOPY.
13. NOT USED
14. NOT USED
15. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
16. METAL STAIR, WITH GUARDRAIL AND METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO METAL AT ALL TREAD PER ADA REQUIREMENTS.

### ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL= TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

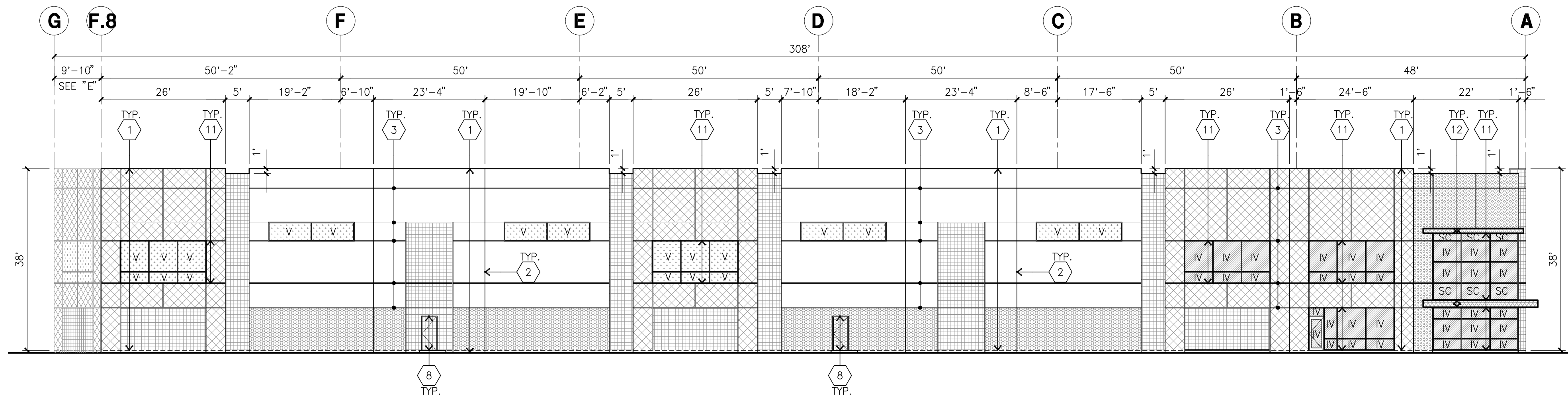
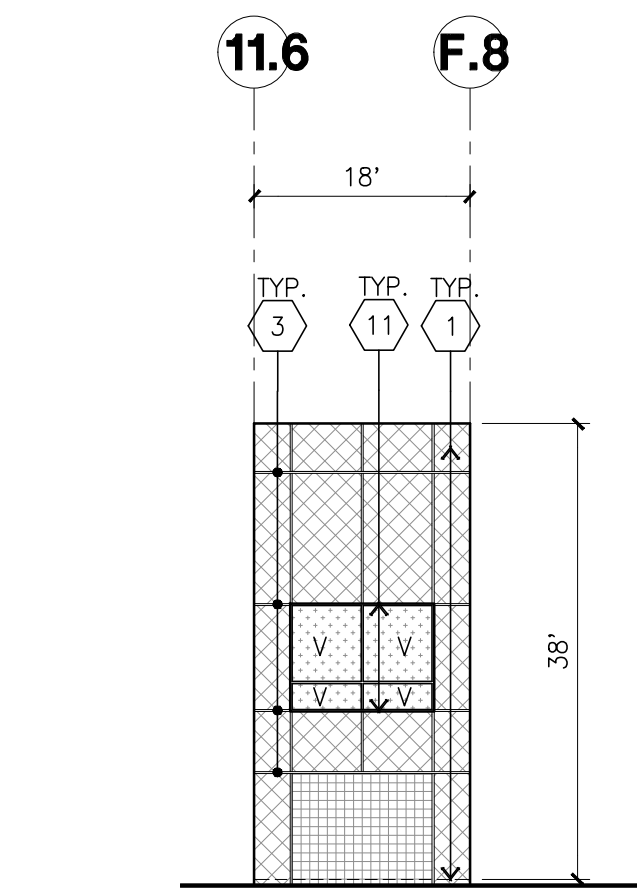
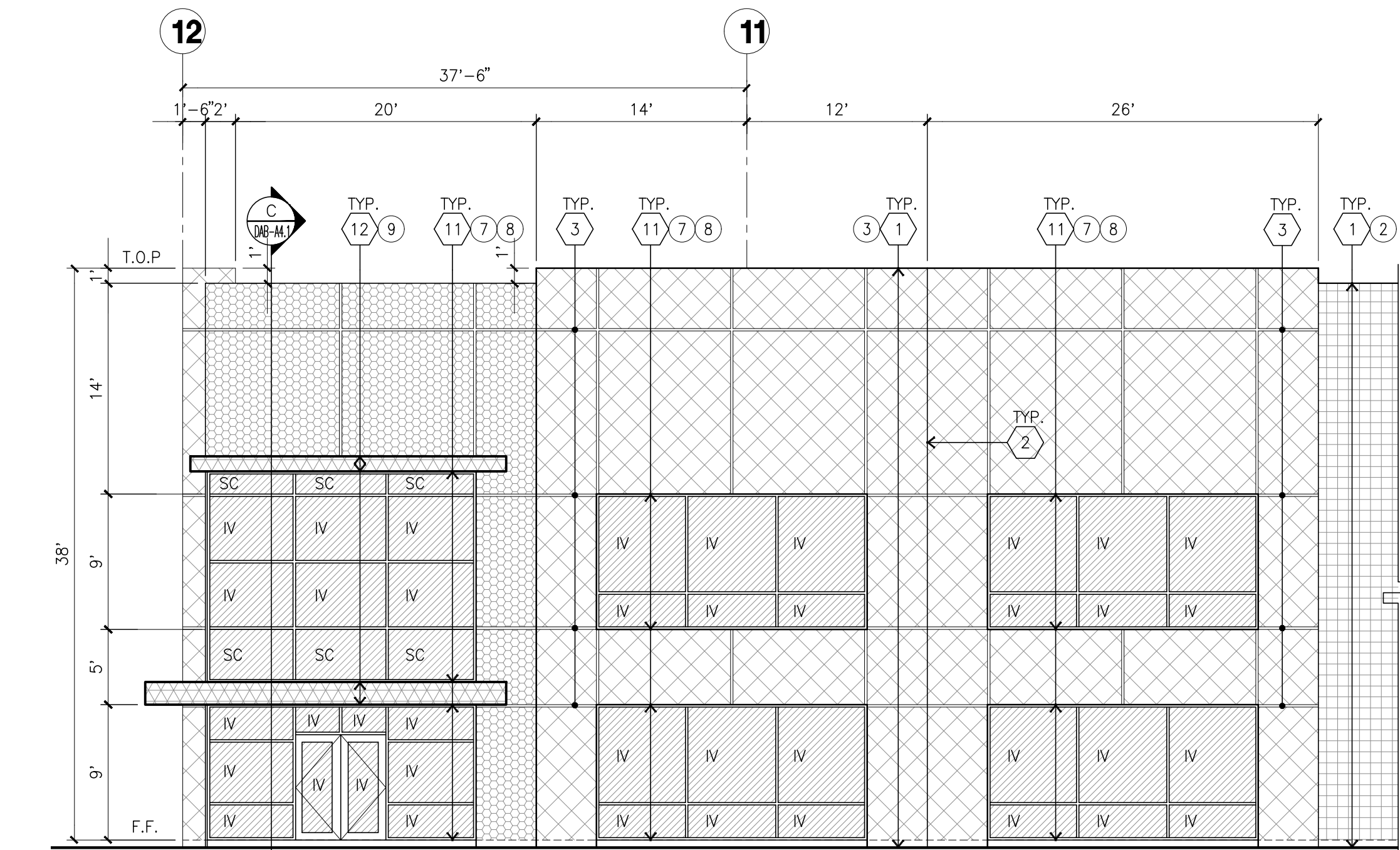
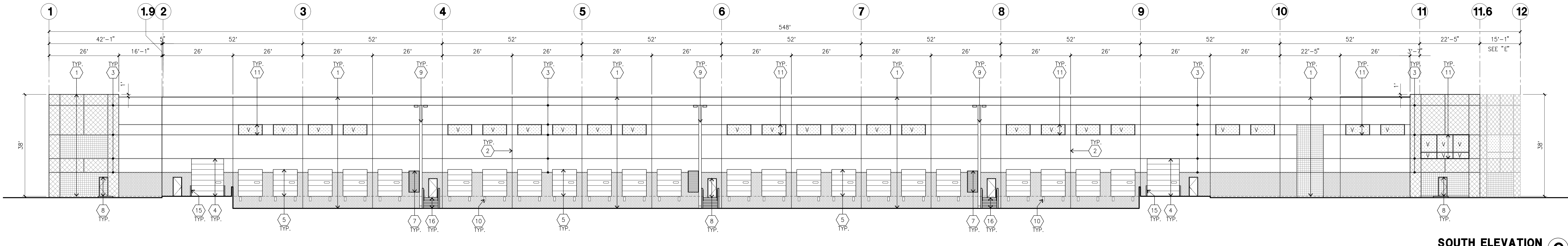
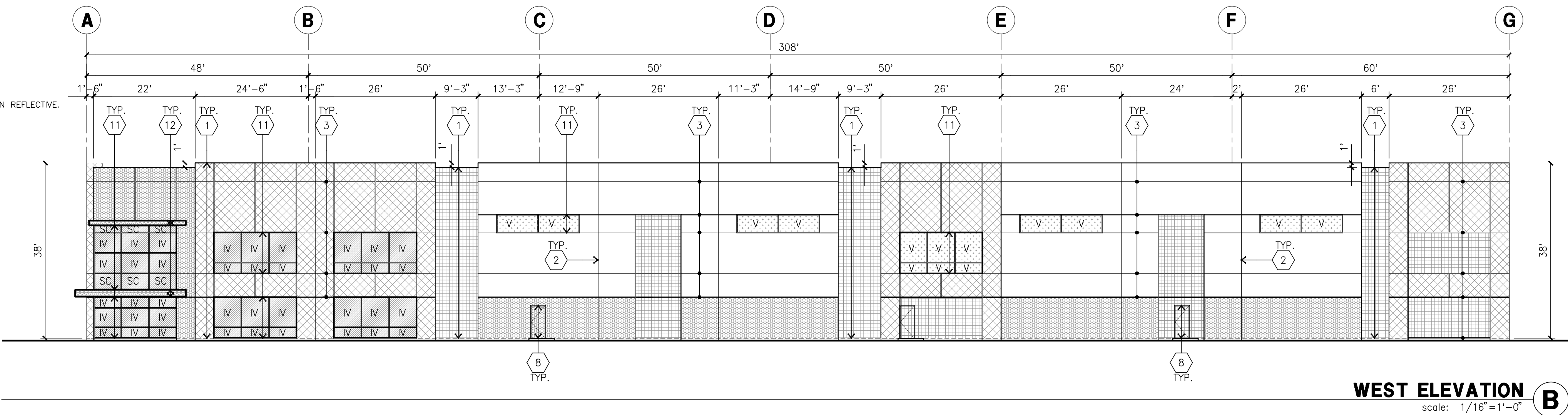
### ELEVATION COLOR LEGEND/SCHED.

1. PAINT. COLOR : SW 7005 PURE WHITE
2. PAINT. COLOR : SW 7073 NETWORK GRAY
3. PAINT. COLOR : SW 7074 SOFTWARE
4. PAINT. COLOR : SW 7075 WEB GRAY
5. MULLIONS COLOR : CLEAR ANODIZED
6. GLAZING COLOR : BLUE REFLECTIVE
7. METAL CANOPY, PAINT: SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS
8. HIGH GLOSS/ HIGH PERFORMANCE SW7072 ONLINE

### GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IV : INSULATED VISION GLASS  
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR  
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES  
U: 0.27 SHGC: 0.21 VLT: 20%  
MINIMUM VT TO BE 0.42 PER 2016 DEC TABLE 140.3-B
- SC : SPANDREL WITH CONCRETE BEHIND  
1/4" VISTACOOL PACIFICA WITH WARM GRAY OPACICOAT PAINTED ON REFLECTIVE,  
INSTALLED ON CONCRETE.
- V : VISION GLASS  
1/4" VISTACOOL PACIFICA
- MULLIONS : ANODIZED CLEAR.



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Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: SPLA  
Fire Protection: -  
Soils Engineer: -

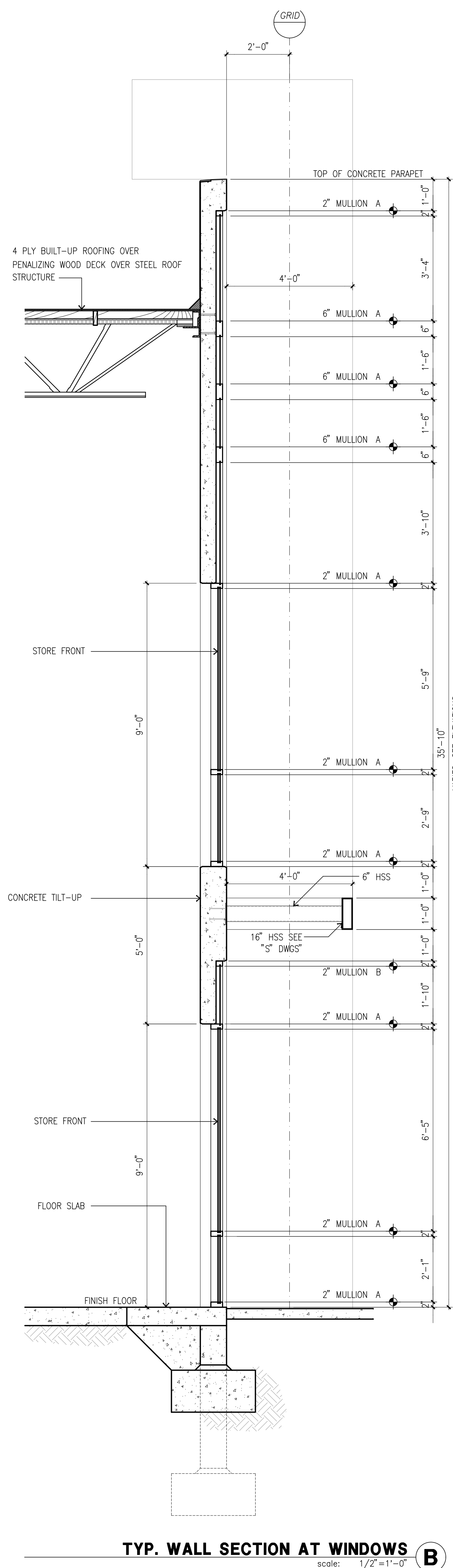
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Project Number: 16431  
Drawn by: ML  
Date: 09/12/18  
Revision:

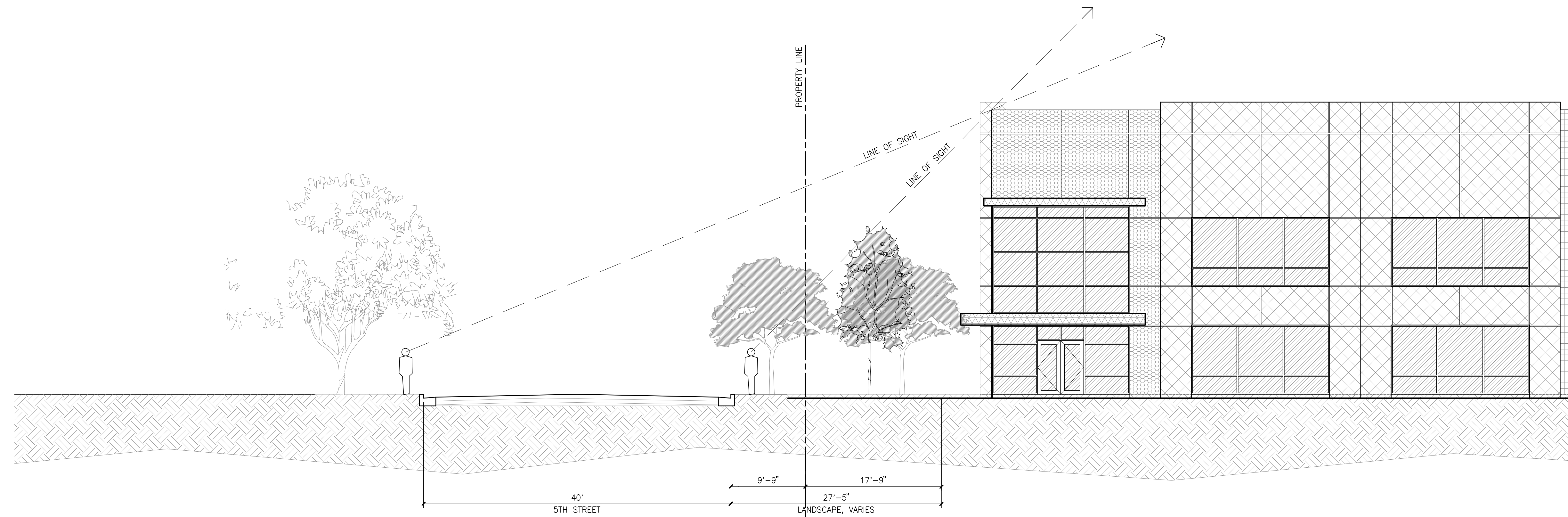
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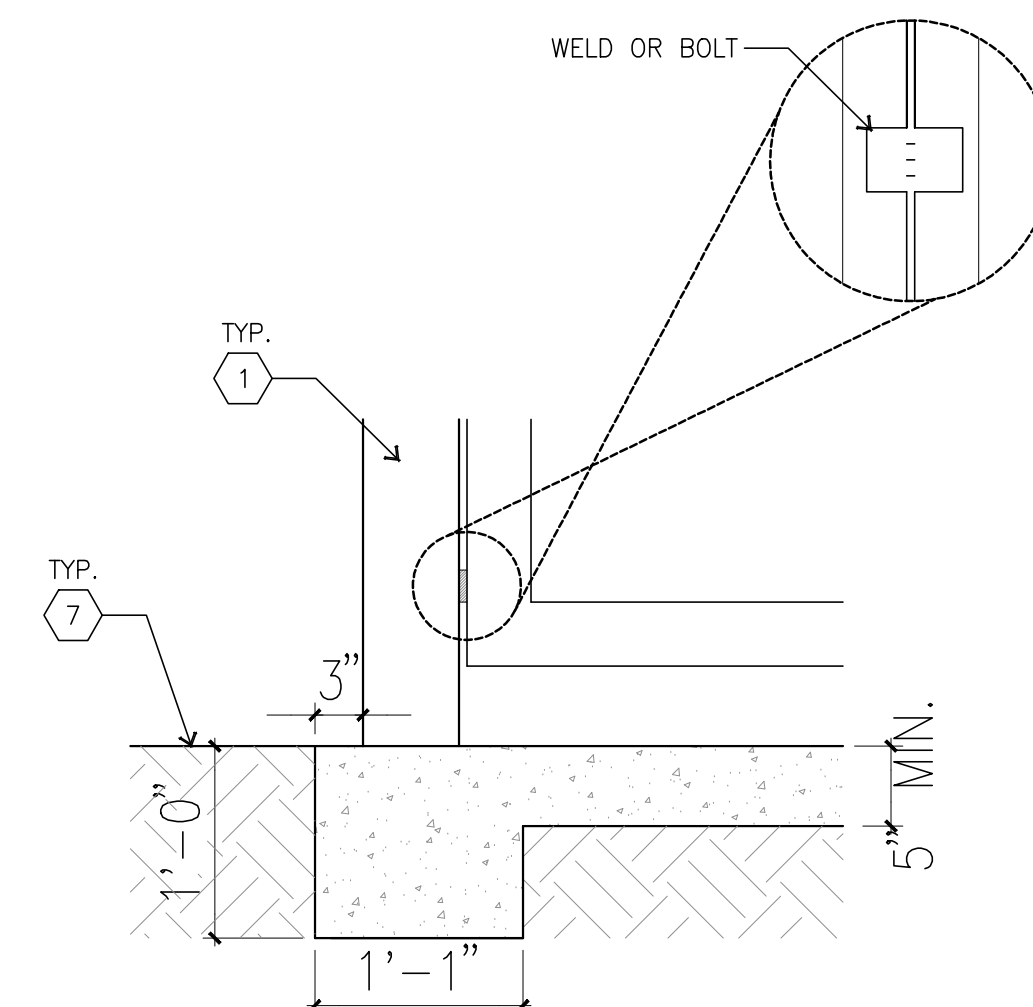




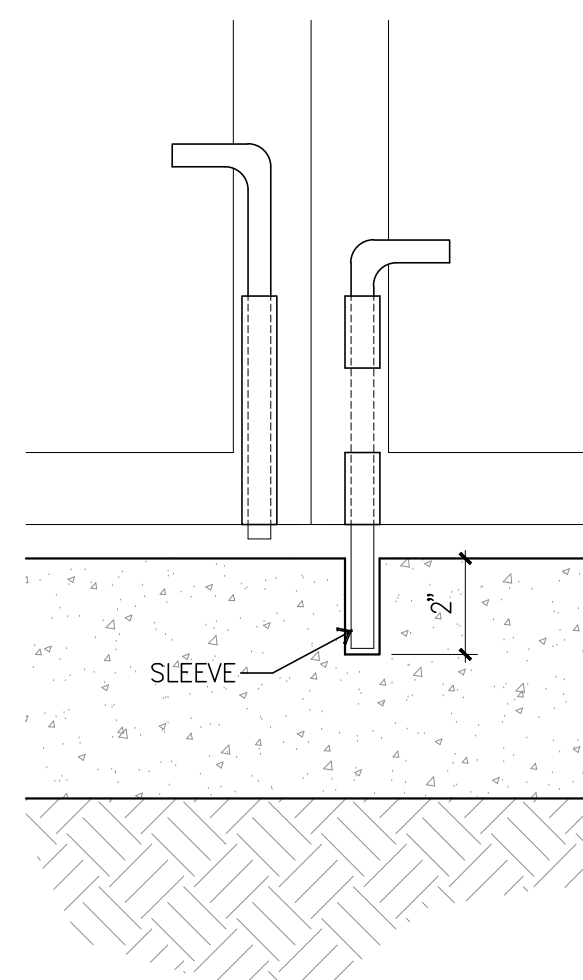
**TYP. WALL SECTION AT WINDOWS**  
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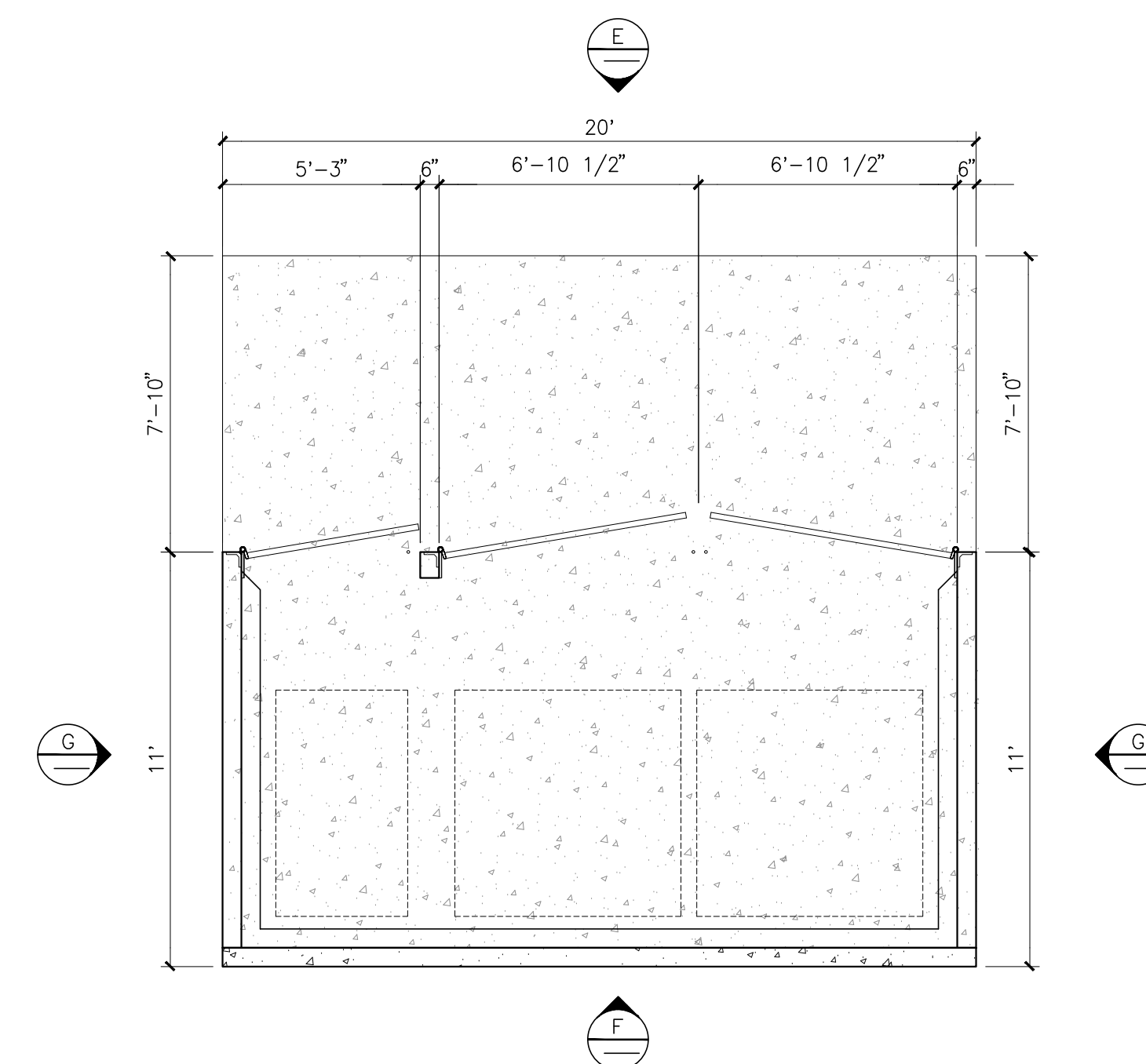
**SECTION AT MAIN OFFICE**  
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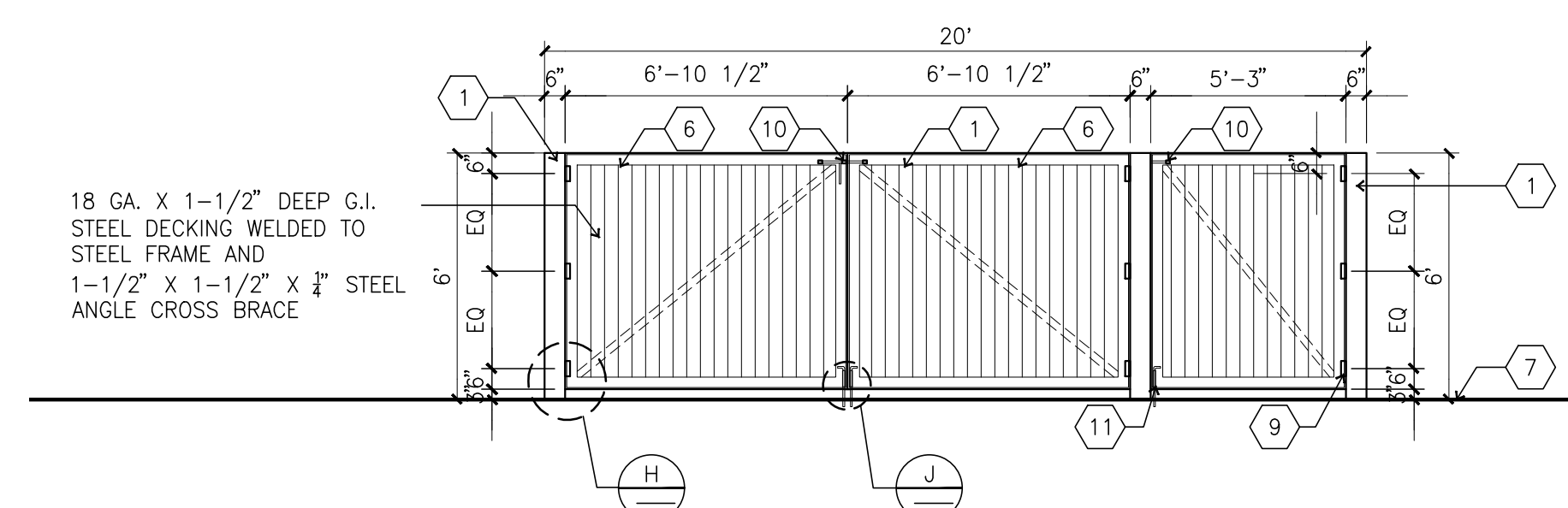
**WALL FOOTING**  
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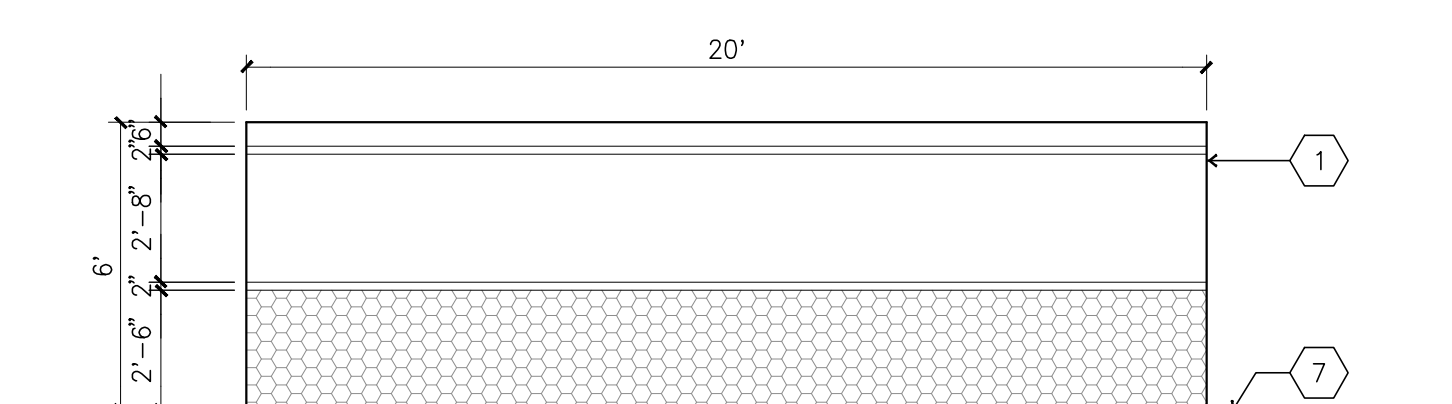
**SLEEVE DETAIL**  
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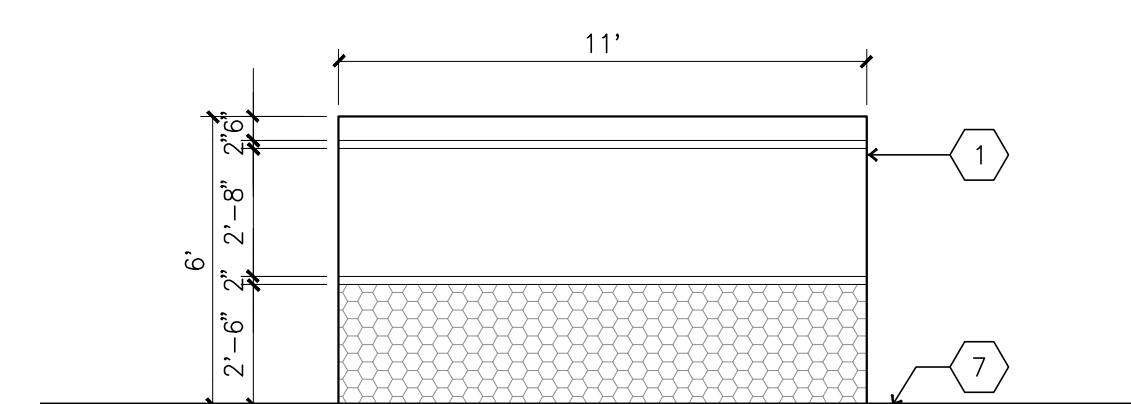
**TRASH ENCLOSURE PLAN**  
scale: 1/4"=1'-0"



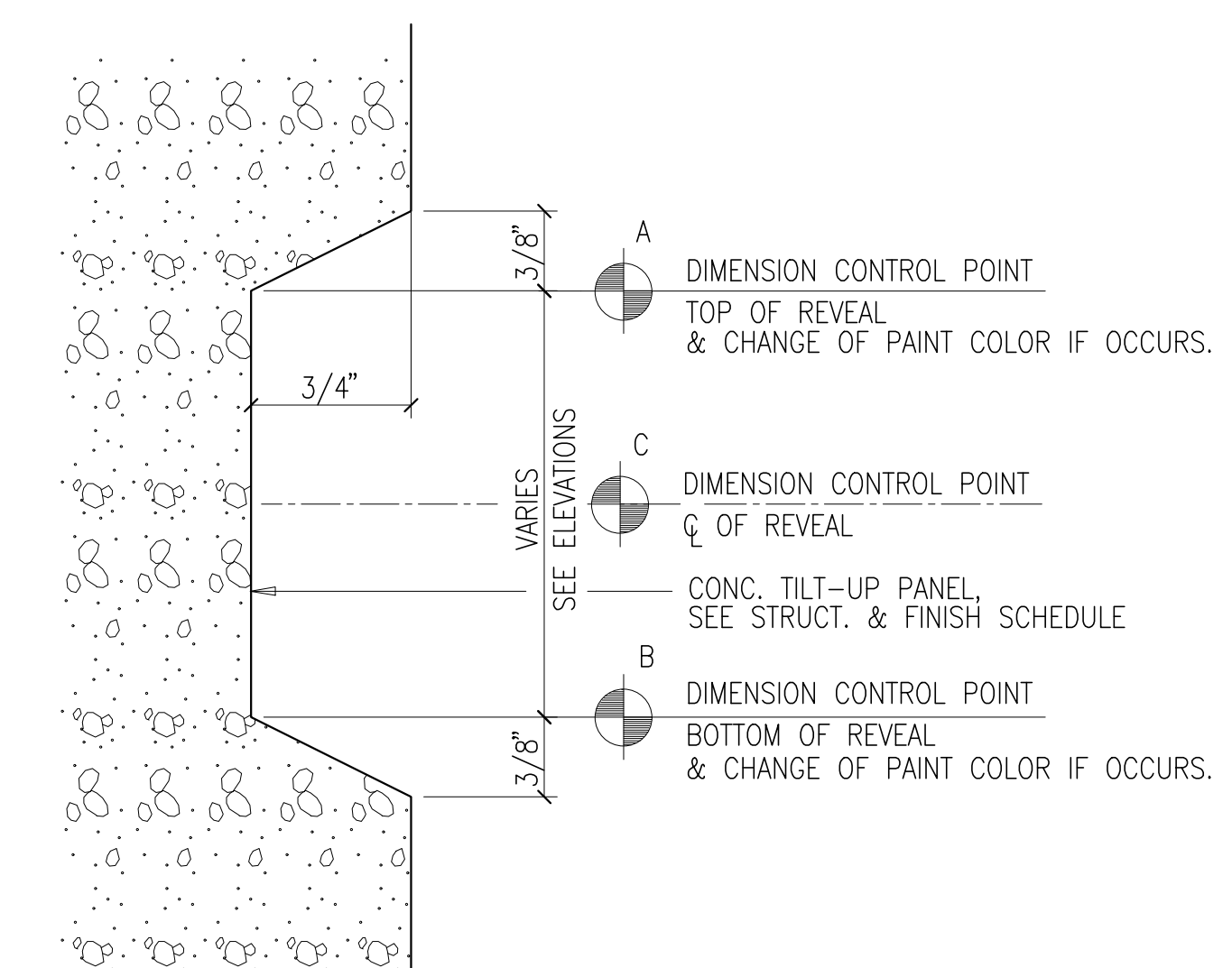
**TRASH ENCLOSURE ELEVATION**  
scale: 1/4"=1'-0"



**TRASH ENCLOSURE ELEVATION**  
scale: 1/4"=1'-0"



**TRASH ENCLOSURE ELEVATION**  
scale: 1/4"=1'-0"



**TYP. CONCRETE REVEAL**  
scale: N.T.S.

## KEYNOTES

- CONCRETE TILT-UP WALL.
- NOT USED
- NOT USED
- NOT USED
- NOT USED
- NOT USED
- FINISH SURFACE.
- NOT USED
- HEAVY DUTY STEEL HINGE. (TYPICAL EA. GATE)
- HEAVY DUTY SLIDE BOLT. (TYPICAL EA. GATE)
- STEEL CANE BOLT W/ SLEEVE, LOCATED ON OUTSIDE OF ONE GATE (TYPICAL EA. SIDE)

## COLOR LEGEND

- CONCRETE TILT-UP PANEL. COLOR : SW 7005 PURE WHITE
- CONCRETE TILT-UP PANEL. COLOR : SW 7075 WEB GRAY





## PROJECT SITE PHOTOS

## ATTACHMENT "D"



Fox and Library Street



Fifth Street



Fifth Street and Park Avenue



Park Avenue and Library Street



**CITY OF SAN FERNANDO**  
**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**



**PROJECT NAME:** Park Avenue Industrial Development.

**LEAD AGENCY:** City of San Fernando  
 Community Development Department  
 117 Macneil Street  
 San Fernando, California 91340.

**SUBJECT:** Notice of Intent to Adopt a Mitigated Negative Declaration - Environmental Review (California Environmental Quality Act, CEQA).

**APPLICANT:** FLP San Fernando LLC, 19300 South Hamilton Avenue, Suite 200, Gardena, California, 90248.

**CITY/COUNTY:** City of San Fernando, Los Angeles County.

**LOCATION:** The project site is located near the southern portion of the City of San Fernando, at the intersection of Park Avenue and 5<sup>th</sup> Street. The legal address of the project site is 510 Park Avenue and the Assessor Parcel Number (APN) applicable to the site is 2519-023-800.

**DESCRIPTION:** The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project's legal address will be 510 Park Avenue, located on the southeastern intersection of Park Avenue and 5<sup>th</sup> Street. The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. The proposed project will involve the construction of a new warehouse building with a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. A total of 207 parking spaces will be provided. Access to the site will be provided by three driveways. Two of the driveways will be located along Park Avenue and the third driveway will be accessible through Library Street, located to the south of the proposed project. In addition, the proposed project will provide a total of 48,883 square feet of landscaping. This site is not included on lists of hazardous waste facilities identified by Section 65962.5 of the California Government Code.

**FINDINGS:** The environmental analysis prepared for the proposed project indicated that the project will not result in any significant adverse immitigable impacts. For this reason, the City of San Fernando has determined that a Mitigated Negative Declaration is the appropriate CEQA document. The following findings may be made based on the analysis contained as part of the Initial Study's preparation:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.

THIS NOTICE WAS POSTED

ON August 17 2018

UNTIL September 17 2018

REGISTRAR – RECORDER/COUNTY CLERK

2018 209249



FILED

Aug 17 2018

CITY OF SAN FERNANDO  
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION



- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

**REVIEW:**

Copies of the Initial Study and Mitigated Negative Declaration will be available for public review at the following location:

Community Development Department (Planning Counter)  
117 Macneil Street  
San Fernando, California, 91340

Copies of the IS/MND can also be found online at [ci.san-fernando.ca.us/](http://ci.san-fernando.ca.us/). Please send your comments to the attention of Gerardo M. Marquez, Associate Planner, City of San Fernando, 117 Macneil Street, San Fernando, California, 91340. Mr. Marquez's contact number with the City is (818) 837-1540.

A handwritten signature in dark ink, appearing to read "Gerardo", written over a horizontal line.

Gerardo M. Marquez (Associate Planner)

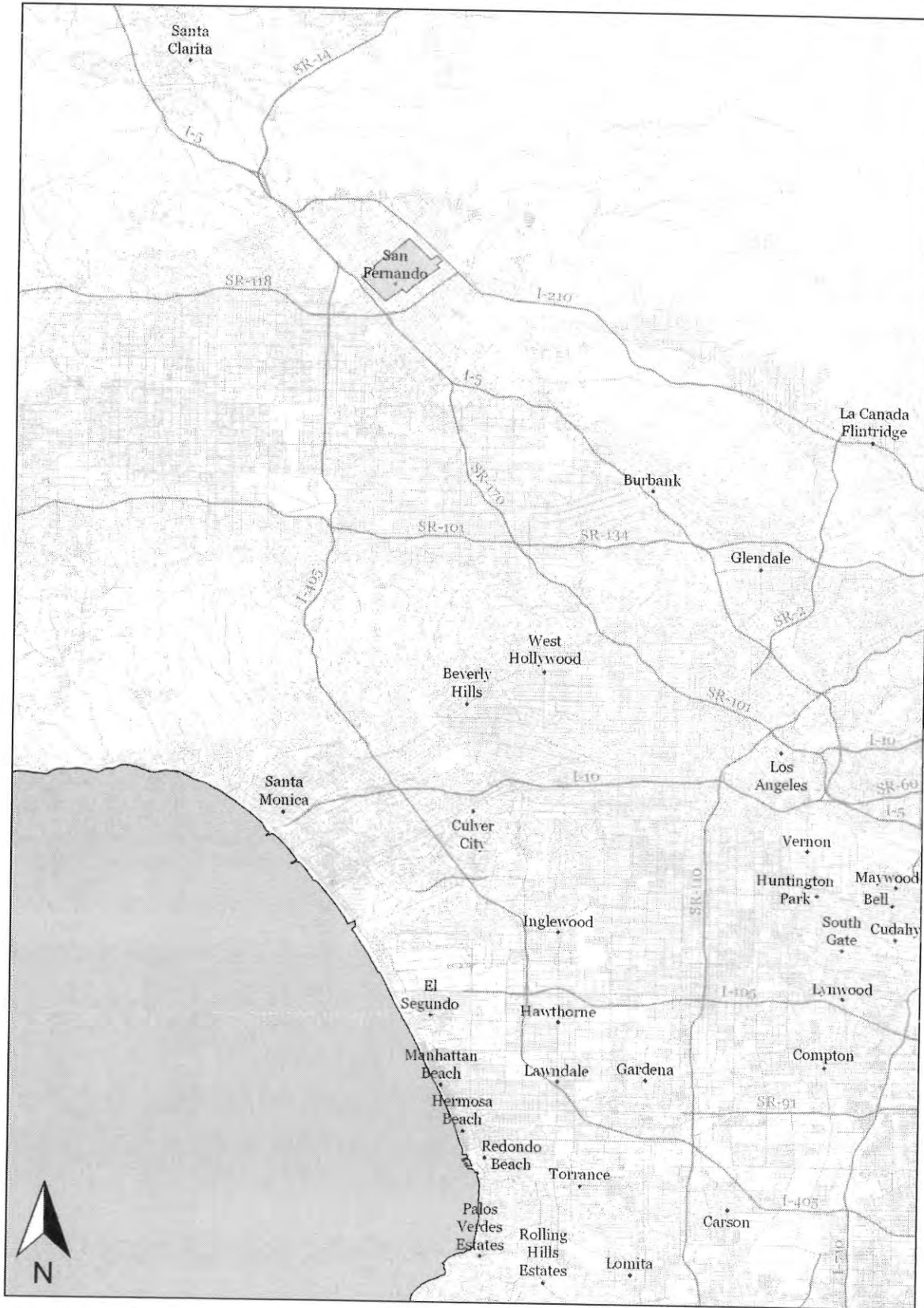
Date: August 17, 2018



Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by MAXINE CARRASCO

CITY OF SAN FERNANDO  
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION



2018 209249



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Aug 17 2018

**EXHIBIT 1**  
**REGIONAL MAP**  
SOURCE: QUANTUM GIS



2018 209249



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**EXHIBIT 2**  
**CITYWIDE MAP**  
SOURCE: QUANTUM GIS



CITY OF SAN FERNANDO  
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION



2018 209249



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**EXHIBIT 3**  
**LOCAL MAP**  
SOURCE: QUANTUM GIS

# **INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION**

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**CITY OF SAN FERNANDO  
PARK AVENUE INDUSTRIAL DEVELOPMENT  
510 PARK AVENUE**



**LEAD AGENCY:**

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

**REPORT PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING  
2211 SOUTH HACIENDA BOULEVARD, SUITE 107  
HACIENDA HEIGHTS, CALIFORNIA 91745**

**JULY 11, 2018**

SANF 030



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## MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Park Avenue Industrial Development.

**APPLICANT:** FLP San Fernando LLC, 19300 South Hamilton Avenue, Suite 200, Gardena, California, 90248.

**ADDRESS:** 510 Park Avenue, San Fernando, California 91340.

**CITY/COUNTY:** San Fernando, Los Angeles County.

**DESCRIPTION:** The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project's legal address will be 510 Park Avenue, located on the southeastern intersection of Park Avenue and 5<sup>th</sup> Street. The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. The proposed project will involve the construction of a new warehouse building with a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. A total of 207 parking spaces will be provided. Access to the site will be provided by three driveways. Two of the driveways will be located along Park Avenue and the third driveway will be accessible through Library Street, located to the south of the proposed project. In addition, the proposed project will provide a total of 48,883 square feet of landscaping.

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse environmental 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 also be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

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Marc Blodgett – Consultant to the City of San Fernando

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Date

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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

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The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project's legal address will be 510 Park Avenue and it is located on the southeastern intersection of Park Avenue and 5<sup>th</sup> Street. The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking.<sup>1</sup> The existing on-site improvements will be demolished to accommodate the proposed project.

The proposed project will involve the construction of a new warehouse building with a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. A total of 207 parking spaces will be provided. Access to the site will be granted by three driveways. Two of the driveways will be located along Park Avenue and the third driveway will be accessible through Library Street, located to the south of the proposed project. In addition, the proposed project will provide a total of 48,883 square feet of landscaping.<sup>2</sup> The project applicant is FLP San Fernando LLC, 19300 South Hamilton Avenue, Suite 200, Gardena, California, 90248.

As part of the proposed project's environmental review, the City of San Fernando authorized the preparation of this Initial Study.<sup>3</sup> 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 analysis of the City of San Fernando, in its capacity as the Lead Agency. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of the proposed project and that decision-makers have considered such impacts before considering approval of the project. Pursuant to the CEQA Guidelines, purposes of this Initial Study include the following:

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

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<sup>1</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on May 24, 2018.

<sup>2</sup> HPA Architecture. *Site Plan, San Fernando Industrial Center*. January 24, 2018.

<sup>3</sup> 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). §15050.

The City also determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. 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 agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.<sup>4</sup> Questions and/or comments should be submitted to the following individual:

Timothy Hou, AICP  
Director of Community Development, City of San Fernando  
117 Macneil Street  
San Fernando, California 91340  
818-898-7316

## 1.2 INITIAL STUDY'S ORGANIZATION

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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. This section also includes a checklist that summarizes the findings of this Initial Study.
- *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 proposed project's construction and the subsequent operation.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance.
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

## 1.3 INITIAL STUDY CHECKLIST

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

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<sup>4</sup> 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).

**Table 1-1  
Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.1 AESTHETICS</b>				
<b>3.1.A.</b> Would the project have a substantial adverse effect on a scenic vista?				<b>X</b>
<b>3.1.B.</b> Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				<b>X</b>
<b>3.1.C.</b> Would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				<b>X</b>
<b>3.1.D.</b> Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?		<b>X</b>		
<b>SECTION 3.2 AGRICULTURE AND FORESTRY RESOURCES</b>				
<b>3.2.A.</b> Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
<b>3.2.B.</b> Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
<b>3.2.C.</b> Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code section §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))?				<b>X</b>
<b>3.2.D.</b> Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
<b>3.2.E.</b> Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use?				<b>X</b>
<b>SECTION 3.3 AIR QUALITY</b>				
<b>3.2.A.</b> Would the project conflict with or obstruct implementation of the applicable air quality plan?				<b>X</b>
<b>3.2.B.</b> Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation?		<b>X</b>		
<b>3.3.C.</b> Would the project expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>3.3.D.</b> Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?			<b>X</b>	



**Table 1-1  
Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.4 BIOLOGICAL RESOURCES</b>				
<b>3.4.A.</b> Would the project, either directly or through habitat modifications, have a substantial adverse effect 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 Wildlife or U. S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.B.</b> Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.C.</b> Would the project have a substantial adverse effect on State or Federally protected wetlands as defined (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>3.4.D.</b> Would the project interfere substantially with the movement of any native resident or migratory fish, wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
<b>3.4.E.</b> Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
<b>3.4.F.</b> 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 plans?				<b>X</b>
<b>SECTION 3.5 CULTURAL RESOURCES</b>				
<b>3.5.A.</b> Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				<b>X</b>
<b>3.5.B.</b> Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?			<b>X</b>	
<b>3.5.C.</b> Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	
<b>SECTION 3.6 ENERGY</b>				
<b>3.6.A.</b> Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy, resources, during project construction or operation?		<b>X</b>		
<b>3.6.B.</b> Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			<b>X</b>	

**Table 1-1  
Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>SECTION 3.7 GEOLOGY AND SOILS</b>				
<b>3.7.A.</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?			<b>X</b>	
<b>3.7.B.</b> Would the project result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>3.7.C</b> Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				<b>X</b>
<b>3.7.D.</b> Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property?				<b>X</b>
<b>3.7.E.</b> Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				<b>X</b>
<b>3.7.F.</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				<b>X</b>
<b>SECTION 3.8 GREENHOUSE GAS EMISSIONS</b>				
<b>3.8.A.</b> Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
<b>3.8.B.</b> Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			<b>X</b>	
<b>SECTION 3.9 HAZARDS AND HAZARDOUS MATERIALS</b>				
<b>3.9.A.</b> Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>3.9.B.</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?		<b>X</b>		
<b>3.9.C.</b> 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?			<b>X</b>	
<b>3.9.D.</b> Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				<b>X</b>

**Table 1-1  
Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>3.9.E.</b> For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				<b>X</b>
<b>3.9.F.</b> Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
<b>3.9.G.</b> Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				<b>X</b>
<b>SECTION 3.10 HYDROLOGY AND WATER QUALITY</b>				
<b>3.10.A.</b> Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		<b>X</b>		
<b>3.10.B.</b> Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<b>X</b>	
<b>3.10.C.</b> 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 or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site, 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, or impede or redirect flood flows?				<b>X</b>
<b>3.10.D.</b> Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				<b>X</b>
<b>3.10.E.</b> Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				<b>X</b>
<b>SECTION 3.11 LAND USE AND PLANNING</b>				
<b>3.11.A.</b> Would the project physically divide an established community?				<b>X</b>
<b>3.11.B.</b> Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				<b>X</b>
<b>SECTION 3.12 MINERAL RESOURCES</b>				
<b>3.12.A.</b> Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				<b>X</b>

**Table 1-1  
Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>3.12.B.</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?				<b>X</b>
<b>SECTION 3.13 NOISE</b>				
<b>3.13.A.</b> Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<b>X</b>	
<b>3.13.B.</b> Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?			<b>X</b>	
<b>SECTION 3.14 POPULATION AND HOUSING</b>				
<b>3.14.A.</b> Would the project induce substantial unplanned population growth in an area, either directly or indirectly?				<b>X</b>
<b>3.14.B.</b> Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>SECTION 3.15 PUBLIC SERVICES</b>				
<b>3.15.A.</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 in <i>fire protection services</i> ?			<b>X</b>	
<b>3.15.B.</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 in <i>police protection services</i> ?			<b>X</b>	
<b>3.15.C.</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 in <i>school services</i> ?				<b>X</b>
<b>3.15.D.</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 in <i>other public facilities</i> ?				<b>X</b>
<b>SECTION 3.16 RECREATION</b>				
<b>3.16.A.</b> 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?				<b>X</b>

**Table 1-1  
Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>3.16.B.</b> Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				<b>X</b>
<b>SECTION 3.17 TRANSPORTATION</b>				
<b>3.17.A.</b> Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			<b>X</b>	
<b>3.17.B.</b> For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)?				<b>X</b>
<b>3.17.C.</b> For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(2)?				<b>X</b>
<b>3.17.D.</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<b>X</b>
<b>3.17.E.</b> Would the project result in inadequate emergency access?				<b>X</b>
<b>SECTION 3.18 TRIBAL CULTURAL RESOURCES</b>				
<b>3.18.A.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		<b>X</b>		
<b>3.18.B.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.?			<b>X</b>	
<b>SECTION 3.19 UTILITIES AND SERVICE SYSTEMS</b>				
<b>3.19.A.</b> Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental impacts?			<b>X</b>	
<b>3.19.B.</b> Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			<b>X</b>	

**Table 1-1**  
**Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>3.19.C.</b> Would the project result in a determination by the wastewater treatment provider, which 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?				<b>X</b>
<b>3.19.D.</b> Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?			<b>X</b>	
<b>3.19.E.</b> Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				<b>X</b>
<b>3.19.F.</b> Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				<b>X</b>
<b>SECTION 3.20 WILDFIRE</b>				
<b>3.20.A.</b> If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
<b>3.20.B.</b> Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				<b>X</b>
<b>3.20.C.</b> Would the project require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				<b>X</b>
<b>3.20.D.</b> Would the project expose people or structure to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				<b>X</b>
<b>SECTION 3.21 MANDATORY FINDINGS OF SIGNIFICANCE</b>				
<b>3.21.A.</b> The proposed project <i>will not</i> have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?				<b>X</b>

**Table 1-1**  
**Initial Study Checklist**

<b>Description of Issue</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>3.21.B.</b> The proposed project <i>will not</i> have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and other effects or probable future projects)?				<b>X</b>
<b>3.21.C.</b> The proposed project <i>will not</i> have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.				<b>X</b>



## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

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The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project will involve the construction of a new warehouse building with a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. A total of 207 parking spaces will be provided. Access to the site will be granted by three driveways. Two of the driveways will be located along Park Avenue and the third driveway will be accessible through Library Street, located to the south of the proposed project. In addition, the proposed project will provide a total of 48,883 square feet of landscaping.<sup>5</sup> The project is described in greater detail in Section 2.4.

### 2.2 PROJECT LOCATION

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The City of San Fernando is located at the northern portion of the City of Los Angeles and is surrounded by the City of Los Angeles on all sides. The City of San Fernando is generally bounded by Hubbard Street on the north; by Fox Street and Arroyo Avenue on the south; by 8<sup>th</sup> Street on the east; and by Amboy Avenue on the west. Major physiographic features located in the vicinity of the project area include the Pacoima Wash, located adjacent to the project site to the south; and the San Gabriel Mountains, located three miles north of the site. Regional access to San Fernando is possible from four area freeways including Interstate 210 (I-210), Interstate 5 (I-5), State Route 118 (SR-118), and Interstate 405 (I-405). The project site's legal address is 510 Park Avenue, San Fernando, California 91340 and the site's applicable Assessor Parcel Number is 2519-023-800.<sup>6</sup> The location of the City of San Fernando in a regional context is shown in Exhibit 2-1. A neighborhood map is provided in Exhibit 2-2 and a local map is provided in Exhibit 2-3.

### 2.3 ENVIRONMENTAL SETTING

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The project site is located within an urban area within the City of San Fernando. Frontier Communications operates a telecommunication maintenance yard, which includes offices, fleet vehicle maintenance, and car washing operations. Historically, the site was used by GTE and Verizon for similar operations. The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. Approximately five trees are located on-site and approximately 15 trees are located on the public right-of-way. The project site is enclosed with chain-link fencing on all sides.<sup>7</sup>

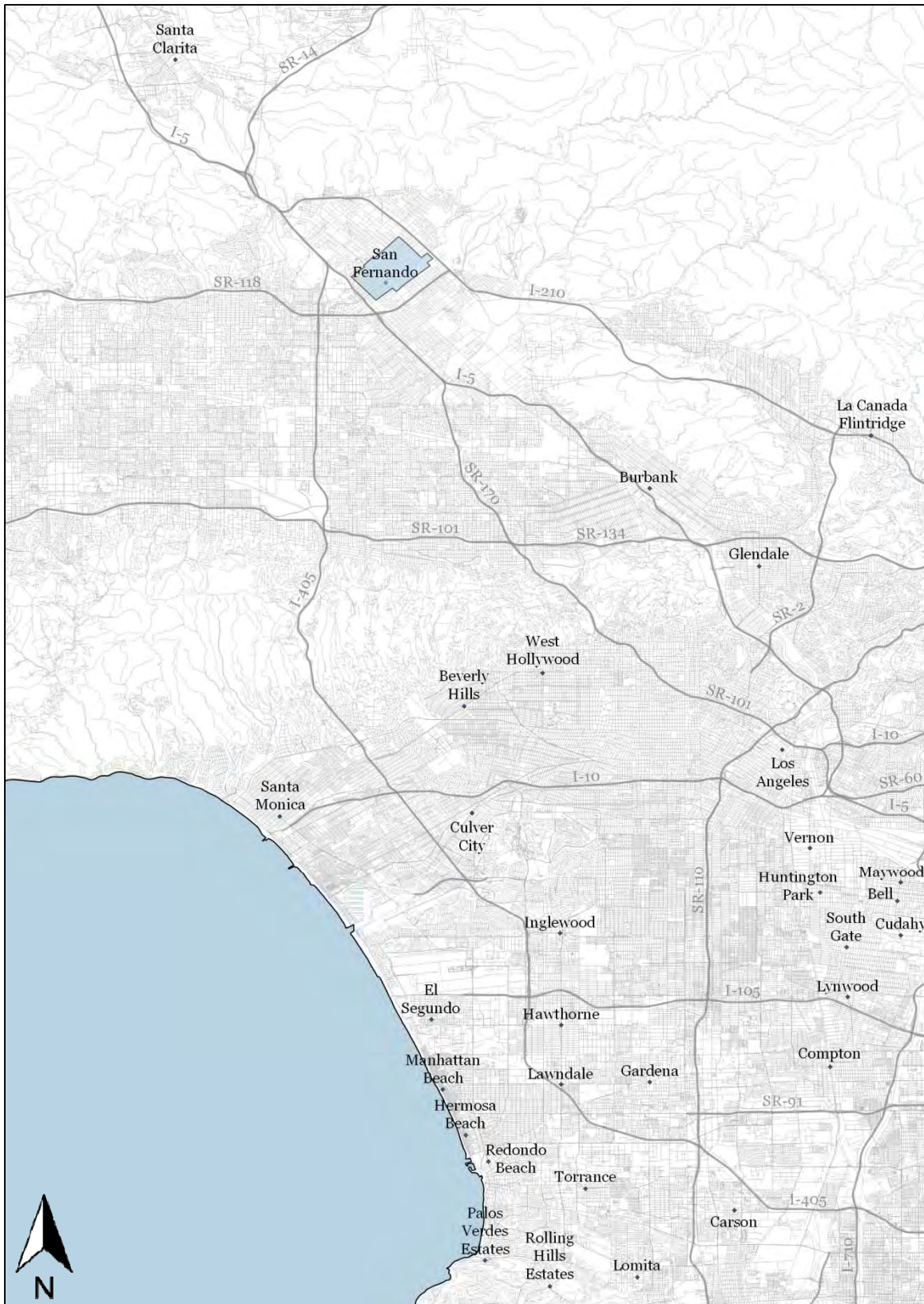
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<sup>5</sup> HPA Architecture. *Site Plan, San Fernando Industrial Center*. January 24, 2018.

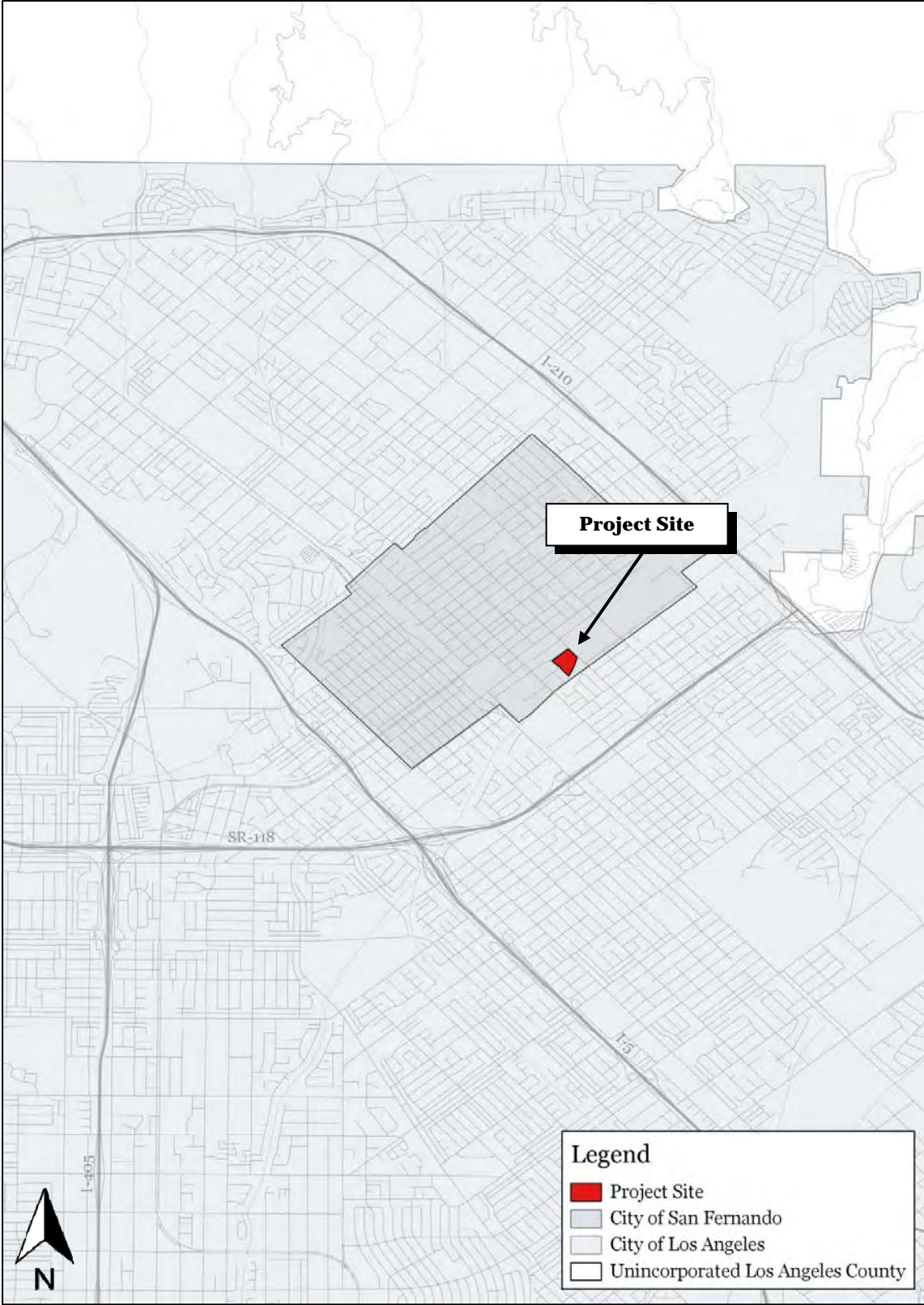
<sup>6</sup> Google Earth. Website accessed May 9, 2018.

<sup>7</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on May 24, 2018.





**EXHIBIT 2-1**  
**REGIONAL MAP**  
SOURCE: QUANTUM GIS



**EXHIBIT 2-2**  
**CITYWIDE MAP**  
SOURCE: QUANTUM GIS





**EXHIBIT 2-3**  
**LOCAL MAP**  
SOURCE: QUANTUM GIS

Existing uses found in the vicinity of the project site are summarized below:<sup>8</sup>

- *North of the project site.* Park Avenue extends along the project site's northern side in a southwest-northeast orientation. Further north are several industrial uses. A single-family residential neighborhood is located approximately 540 feet north of the project site.
- *South of the project site.* The concrete-lined Pacoima Wash abuts the project site to the south and extends in a southwest-northeast orientation. Directly south of the Pacoima Wash and slightly to the east are a limited amount of industrial uses. A single-family residential neighborhood is also located south of the Pacoima Wash, starting approximately 150 southeast of the project site.
- *East of the project site.* 5<sup>th</sup> Street extends along the project site's eastern side in a northwest-southeast orientation. Further east are various industrial uses.
- *West of the project site.* Library Street extends along the western half of the project site's western boundary. Industrial uses abut the eastern half of the project site's western boundary. Several industrial uses are located further west. San Fernando Recreation Park is located 0.16 miles southwest of the project site and a residential neighborhood is located 0.55 miles west of the project site.

Other notable uses in the vicinity of the project site include San Fernando Recreation Park, located 0.16 miles southwest of the project site; San Fernando Middle School, located 0.22 miles west of the project site; Morningside Elementary School, located 0.26 miles northwest of the project site; and Vaughn Next Century Learning Center, located 0.29 miles southeast of the project site.<sup>9</sup> An aerial photograph depicting the project site and the surrounding area is provided in Exhibit 2-4. The project site and the adjacent uses are shown in Exhibits 2-5 through 2-8.

## **2.4 PROJECT DESCRIPTION**

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### **2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT**

The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project will consist of the following elements:<sup>10</sup>

- *Project Site.* The 7.66-acre (333,831 square feet) project site is located at 510 Park Avenue, on the southeastern intersection of Park Avenue and 5<sup>th</sup> Street. The project site is irregularly shaped. The new industrial building will be centrally located within the project site. Parking will be located along the northern side of the new building and on the southwestern portion of the site. A stormwater detention basin will also be placed at the southwest corner of the project site. The truck loading docks will be located along the new building's south-facing elevation.

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<sup>8</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on May 24, 2018.

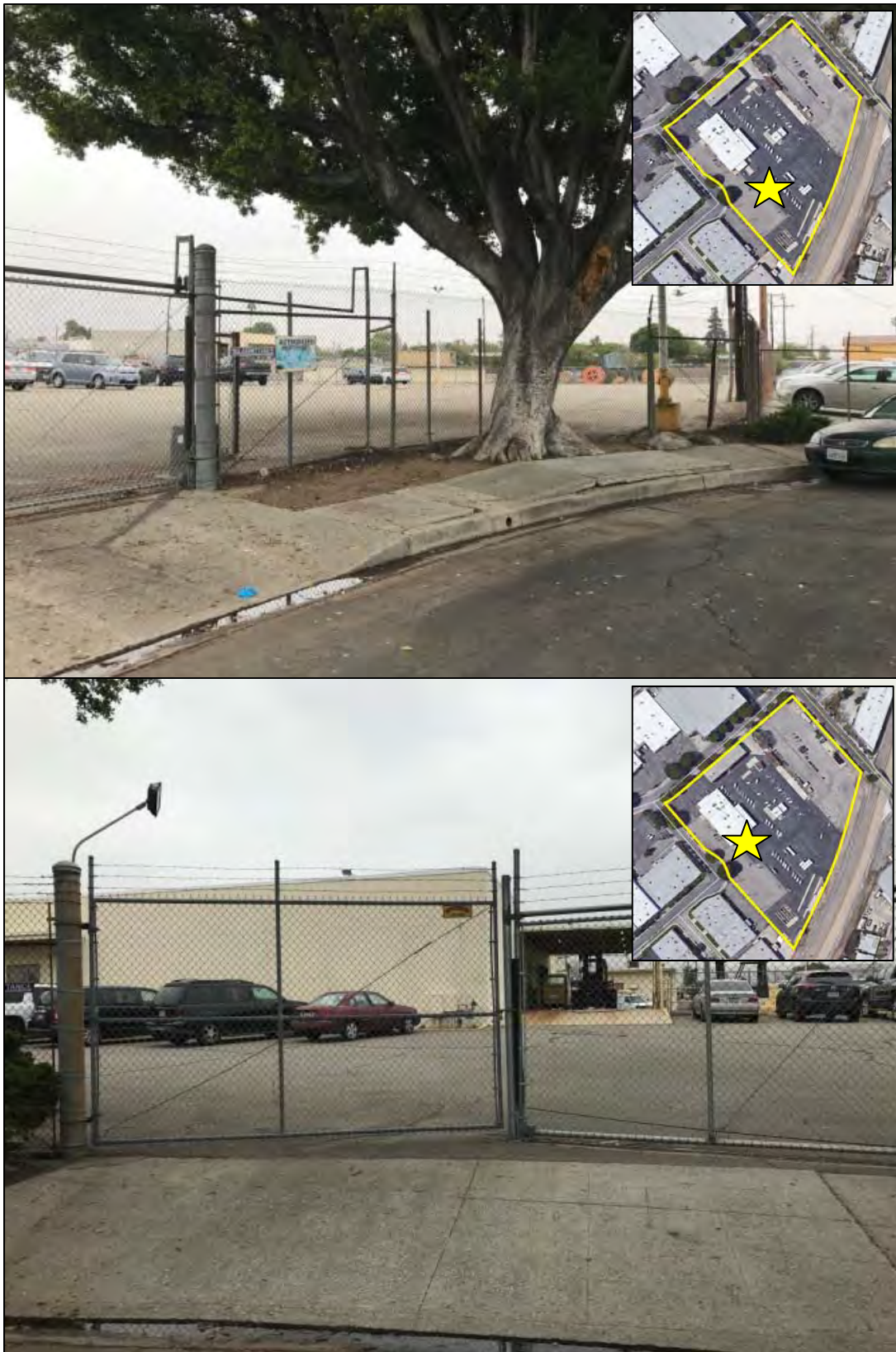
<sup>9</sup> Google Earth. Website accessed May 9, 2018.

<sup>10</sup> HPA Architecture. *Master Land Use Application, Revision 1*. January 24, 2018.



**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
SOURCE: GOOGLE EARTH





**EXHIBIT 2-5**  
**PHOTOGRAPHS OF PROJECT SITE**  
SOURCE: GOOGLE EARTH





**EXHIBIT 2-6**  
**PHOTOGRAPHS OF PROJECT SITE**  
SOURCE: GOOGLE EARTH





**EXHIBIT 2-7**  
**PHOTOGRAPHS OF PROJECT SITE**  
SOURCE: GOOGLE EARTH





**EXHIBIT 2-8**  
**PHOTOGRAPHS OF SURROUNDING USES**  
SOURCE: GOOGLE EARTH

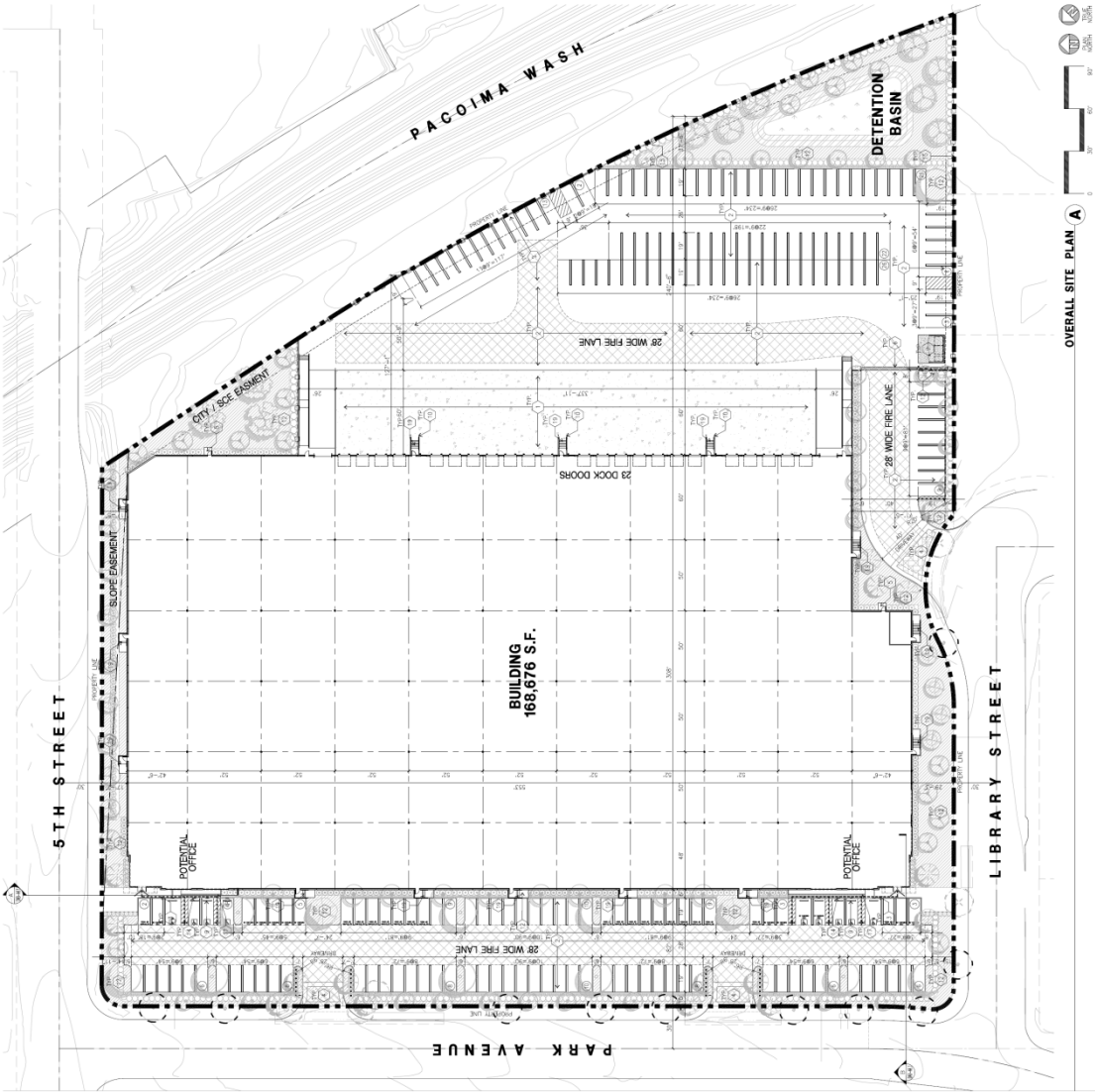
- **Industrial Building.** The new industrial building will consist of a single level warehouse with two levels of office uses. The new industrial building will have a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. The new industrial building will have a maximum length of 553 feet and a maximum width of 308 feet. The new building will have a maximum height of 45 feet. The truck loading docks will be located along the new building's south elevation and will include 23 truck high loading docks and two grade-level loading docks.
- **Parking.** Parking will be provided on surface parking areas that will be located along the northern side of the new building and on the southwestern portion of the site. Once complete, the project will provide 207 parking spaces. Of the total number of spaces that will be provided, 169 will be standard parking spaces, five will be accessible parking spaces, two will be accessible van parking spaces, 11 will be electric vehicle (EV) parking spaces, two will be EV accessible parking spaces, and 18 will be clean air/vanpool parking spaces.
- **Site Access and Circulation.** The project will provide two 28-foot full-access driveways along Park Avenue and one 40-foot full-access driveway along Library Street. The two driveways on Park Avenue will be restricted for passenger cars only. The driveway on Library Street will provide full access for both trucks and passenger cars. This driveway will provide trucks direct access to the truck loading docks on the south side of the new industrial building.
- **Landscaping.** The proposed project will provide a total of 48,883 square feet of landscaping. The landscaping will be provided along all sides of the proposed industrial building and along all frontages with the surrounding roads. A landscaped stormwater detention basin will be placed at the southwest corner of the project site.

The site plan is shown in Exhibit 2-9. Elevations for the project are shown in Exhibits 2-10 and 2-11.

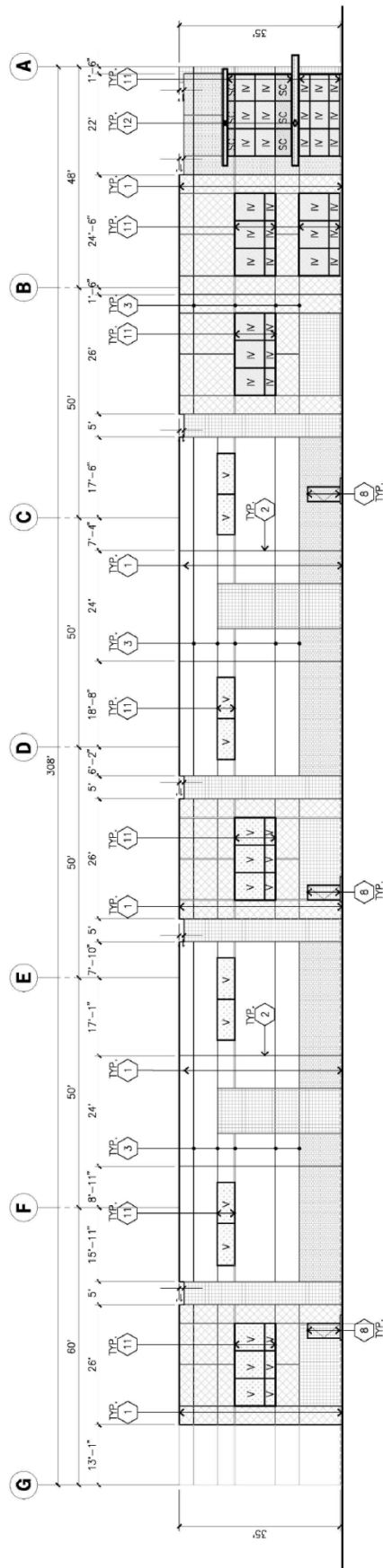
**Table 2-1**  
**Project Summary Table**

<b>Project Element</b>	<b>Description</b>
Total Site Area	7.66 acres (333,831 square feet)
Total Floor Area	168,676 square feet
Maximum Length and Width	553 feet maximum length, 308 feet maximum width
Maximum Building Height	45 feet
Warehouse Area	159,156 square feet
Office First Floor and Second Floor	6,277 square feet first floor, 3,243 square feet second floor
Parking	207 parking spaces
Truck Loading Docks	23 truck high loading docks and two grade-level loading docks
Landscaping	48,883 square feet

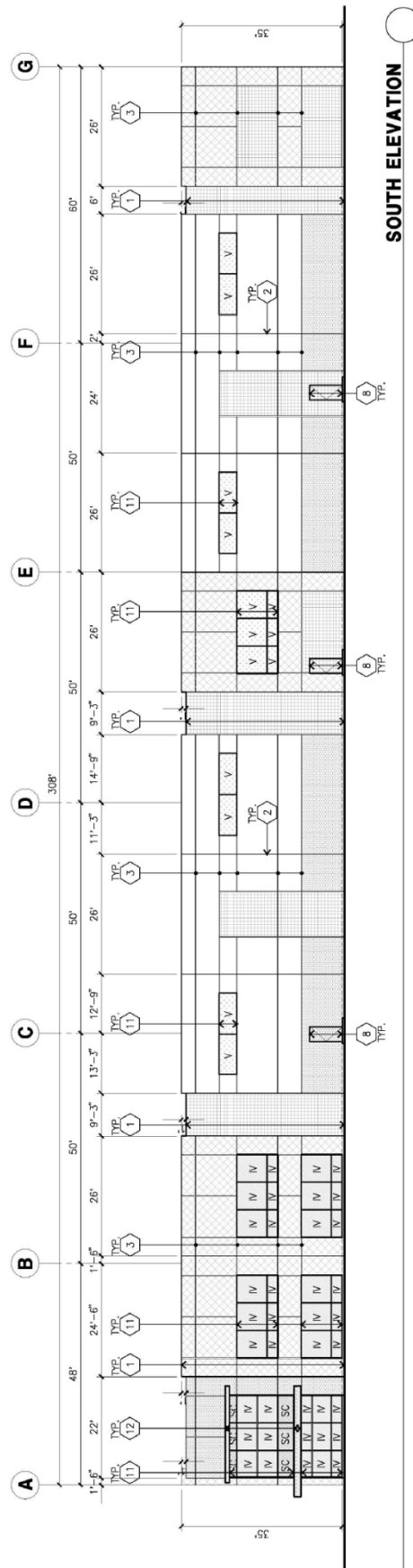
Source: TCA Architects. *Schematic Design Set*.  
 Plans dated December 20, 2017.



**EXHIBIT 2-9**  
**CONCEPTUAL SITE PLAN**  
SOURCE: HPA ARCHITECTURE



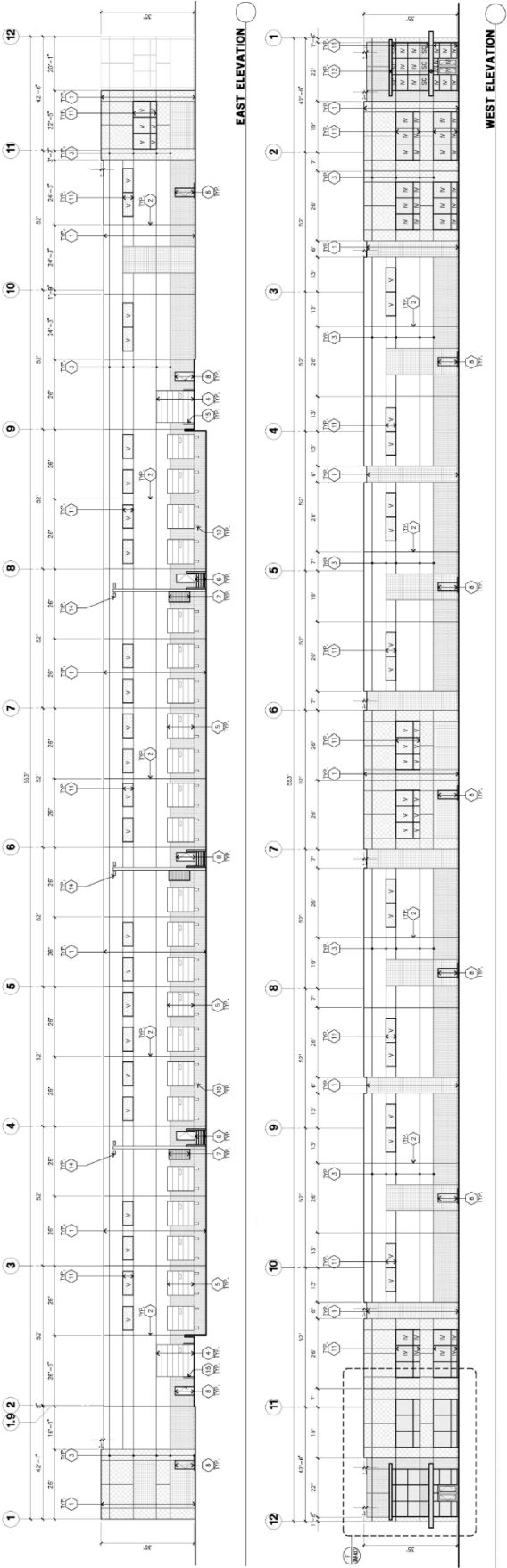
NORTH ELEVATION



SOUTH ELEVATION

## EXHIBIT 2-10 CONCEPTUAL ELEVATIONS – NORTH AND SOUTH ELEVATIONS

SOURCE: HPA ARCHITECTURE



**EXHIBIT 2-11**  
**CONCEPTUAL ELEVATIONS – EAST AND WEST ELEVATIONS**  
SOURCE: HPA ARCHITECTURE

## 2.4.2 CONSTRUCTION CHARACTERISTICS

The construction for the proposed project would take approximately 12 months to complete. The key construction phases are outlined below:

- *Demolition.* The foundation and other on-site improvements of the existing improvements will need to be demolished in order to accommodate the proposed project. This phase will take approximately one month to complete.
- *Site Preparation.* The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete.
- *Grading.* This phase will involve the grading of the site. The building footings, utility lines, and other underground infrastructure will be placed during this phase. This phase will take approximately two months to complete.
- *Construction.* The new industrial building will be constructed during this phase. This phase will take approximately five months to complete.
- *Paving.* The project site will be paved during this phase. Equipment on-site during this phase would include cement and motor mixers, pavers, rollers, other paving equipment. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the planting of landscaping, painting of the industrial building, and the completion of other on-site improvements. This phase will last approximately two months.

## 2.5 DISCRETIONARY ACTIONS

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A Discretionary Action 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 project. The proposed project will require the approval of the following discretionary actions:

- A Site Plan Review (*SPR 2018-001*) for a new industrial building approximately 553 feet by 308 feet (168,990 square feet) within the M-1 Limited Industrial Zone;
- A Conditional Use Permit (*CUP 2018-001*) for a warehouse and distribution use of a proposed new industrial building; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).



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## SECTION 3 ENVIRONMENTAL ANALYSIS

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

- Aesthetics (Section 3.1);
- Agriculture and Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology and Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards and Hazardous Materials (Section 3.9);
- Hydrology and Water Quality (Section 3.10);
- Land Use and Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population and Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities and Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist in making a determination as to whether there is a potential for significant impacts on the environment. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project will not result in any adverse environmental impacts.
- *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 of San Fernando or other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate 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 the recommended mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant. This finding will require the preparation of an environmental impact report (EIR).



## 3.1 AESTHETICS

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### 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:

- A substantial 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;
- Substantial degrading of the existing visual character or quality of public views of the site and its surroundings; if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or,
- A new source of substantial light and glare that would adversely affect day-time or night-time views in the area.

### 3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project have a substantial adverse effect on a scenic vista? • No Impact.*

The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. The proposed project involves the construction of a 168,676 square-foot industrial building with a maximum height of 45 feet. Once complete, the proposed project will not negatively impact views of the San Gabriel and Santa Susana Mountains, which are located approximately three miles northeast and 22 miles northwest of the project site, respectively. The proposed project will also not disrupt views of the Santa Monica Mountains, which are located approximately 20 miles southwest of the project site.<sup>11</sup>

Current development along the surrounding streets restrict views of the aforementioned scenic vistas from uses on all sides of the project site. However, the existing views of the San Gabriel Mountains from nearby residential uses will not be affected because the proposed industrial development will not be in the residential areas' line-of-sight with the San Gabriel Mountains. The San Gabriel Mountains are located three miles to the northeast of the project site and the nearby single-family residential areas are located 150 feet southeast and 540 feet northwest of the project site. The single-family residential area located 0.55 miles southwest of the project site will not be affected due to its distance from the project site (refer to Exhibit 3-1). In addition, due to their distance from the project site, the proposed project will not negatively impact views of the Santa Susana Mountains and the Santa Monica Mountains.

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<sup>11</sup> San Fernando, City of. *Conservation Element of the City of San Fernando General Plan. Chapter II: Resource Conservation and Management. Section 15: Land Form and Scenic Vistas.* September 26, 2001.



**EXHIBIT 3-1**  
**RESIDENTIAL AREAS NEAR PROJECT SITE AND LINE-OF-**  
**SIGHT WITH SAN GABRIEL MOUNTAINS**  
SOURCE: GOOGLE EARTH

The Santa Susana Mountains are located approximately 22 miles northwest of the project site and the Santa Monica Mountains are located 20 miles southwest of the project site.<sup>12</sup> Furthermore, the proposed maximum height of the new building (45 feet) will be comparable in height with the surrounding industrial buildings. As a result, the proposed project will not have an impact on a scenic vista.

*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.*

Approximately five trees are located on-site and approximately 15 trees are located on the public right-of-way. The proposed landscape plan calls for extensive landscaping beyond that which is currently in-place and therefore will not damage trees as a scenic resource. There are neither rock outcroppings nor historic buildings located on-site.<sup>13</sup> According to the California Department of Transportation, none of the surrounding roads are designated scenic highways and there are no State or County designated scenic highways in the vicinity of the project site. The Interstate 210 (located 1.06 miles northeast of the project site) is the nearest highway that is mapped on the California Scenic Highway Mapping System. However, Interstate 210 is labeled as an Eligible State Scenic Highway – Not Officially Designated.<sup>14</sup> Furthermore, due to its distance from the I-210, the proposed project site will not affect scenic resources within the I-210. As a result, no impacts on scenic resources will result from the proposed project's implementation.

*C. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • No Impact.*

As indicated previously, the project site is currently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. Once constructed, the proposed project will improve the quality of the site and the surrounding areas because the new building will feature modern architecture and extensive landscaping beyond that which is currently on-site. In addition, the proposed industrial building will have a maximum height of 45 feet and will be comparable in height to the surrounding industrial buildings. As a result, no impacts are expected to result.

*D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? • Less than Significant Impact with Mitigation.*

The project site is located in the midst of an industrial area and there are no light sensitive receptors located in the immediate vicinity of the project site that would be affected by the introduction of additional sources of light. Single-family residential areas are located 150 feet southeast and 540 feet northwest of the project site.<sup>15</sup> The single-family homes to the northwest are not in the line-of-sight of

<sup>12</sup> San Fernando, City of. *Conservation Element of the City of San Fernando General Plan. Chapter II: Resource Conservation and Management. Section 15: Land Form and Scenic Vistas.* September 26, 2001.

<sup>13</sup> Blodgett Baylosis Environmental Planning. *Site Survey.* Survey was completed on May 24, 2018.

<sup>14</sup> California Department of Transportation. *Official Designated Scenic Highways.*  
[http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm).

<sup>15</sup> Blodgett Baylosis Environmental Planning. *Site Survey.* Survey was completed on May 24, 2018.

the project site because the line-of-sight is obstructed by existing buildings. The single-family homes to the southeast are within the line-of-sight of the project site, but are located 150 feet away from the southeast corner of the project site. The Pacoima Wash separates the project site from these homes and the southeast corner of the project site will be utilized as an on-site detention basin. Nevertheless, the following mitigation measure is required in order to minimize the potential impacts to the greatest extent possible:

- The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking areas, buildings, and security as a means to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

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

### **3.1.3 MITIGATION MEASURES**

The following mitigation measure is required in order to minimize the potential light trespass impacts to the greatest extent possible:

*Mitigation Measure No. 1 (Aesthetics).* The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking areas, buildings, and security as a means to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

## **3.2 AGRICULTURE & FORESTRY RESOURCES**

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### **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 and forestry 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 section §12220(g)*), timberland (as defined by *Public Resources Code section §4526*), or timberland zoned Timberland Production (as defined by *Government Code section §51104(g)*);
- 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 use or the conversion of forestland to a non-forest use.

### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation, the City of San Fernando does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>16</sup> The entire City, including the project site, is urban and developed and not classified as having Important Farmland. The project site is currently zoned as M-1 (*Limited Industrial*). Although agricultural uses are permitted within the M-1 zone, the project site is currently occupied with industrial buildings and upon project completion will continue to be used for industrial purposes.<sup>17</sup> The proposed project will not require a zone change and no loss in land zoned for/or permitting agricultural uses will occur. Furthermore, the property is currently occupied and there are no agricultural uses located within the site that would be affected by the project's implementation. Since the implementation of the proposed project will not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to urban uses, no impacts will occur.

B. *Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract?* • *No Impact.*

The project site is currently zoned as M-1 (*Limited Industrial*). Although agricultural uses are permitted within the M-1 zone, the project site is currently occupied with industrial buildings and upon project completion will continue to be used for industrial purposes.<sup>18</sup> The proposed project will not require a zone change and no loss in land zoned for/or permitting agricultural uses will occur. Furthermore, the property is currently occupied and there are no agricultural uses located within the site that would be affected by the project's implementation. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a

<sup>16</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

<sup>17</sup> San Fernando, City of. *Municipal Code Chapter 106 (Zoning), Article III (Zones), Division 9 (M-1 Limited Industrial Zone), Section 106-582 (Permitted Uses)*.

<sup>18</sup> Ibid.

Williamson Act Contract.<sup>19</sup> As a result, no impacts on existing 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 §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))? • No impact.*

The City of San Fernando and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The City of San Fernando General Plan and Municipal Code do not provide for any forest land preservation. 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.*

No forest lands are located within or in the vicinity of the project site. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project's implementation and no impacts will occur.

- 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 or the conversion of forest land to a non-forest use? • No Impact.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farm land or forest land. As a result, no impacts will result from the implementation of the proposed project.

### **3.2.3 MITIGATION MEASURES**

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

## **3.3 AIR QUALITY**

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### **3.3.1 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 air quality, if it results in any of the following:

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

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<sup>19</sup> California Department of Conservation. *State of California Williamson Act Contract Land*.  
[ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf).

- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

Air quality impacts may occur during the construction or operation phase of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The South Coast Air Quality Management District (SCAQMD) is the main regulatory authority in the region (the South Coast Air Basin, which includes the City of San Fernando) with regard to air quality issues. In April 1993, the SCAQMD adopted a CEQA Air Quality Handbook that provides guidance for the CEQA analysis of potential air quality impacts of new projects.

The topic of air quality can be divided into three categories: construction emissions, operational emissions, and toxic air contaminants. Construction of new projects has the potential to create air quality impacts through excavation and grading activities and through the use of heavy-duty equipment. Fugitive dust emissions result from land clearing, demolition, excavation, and equipment traffic over unpaved roads at construction sites. Mobile source emissions, primarily nitrogen oxides (NO<sub>x</sub>), result from the use of construction equipment such as bulldozers and trucks. Mobile source emissions also result from vehicle trips by construction workers to and from the project site. A great percentage of fugitive dust emissions can be mitigated through the implementation of measures within Rule 403, Fugitive Dust, by SCAQMD.<sup>20</sup>

Operational emissions are produced by the occupants of a facility or development and by both mobile and stationary sources connected to the facility or development. Depending on the characteristics of the individual project, operational activities have the potential to generate emissions of criteria and/or toxic air contaminants. Stationary source emissions include point source emissions that have an identifiable location, such as a smokestack, as well as area source emissions, such as fumes or minor sources of exhaust, which are emitted by multiple, small sources. Mobile source emissions occur as a result of motor vehicle travel.

The California Health and Safety Code (HSC) Section 39655 defines a toxic air contaminant as "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health."<sup>21</sup> Impacts from toxic air contaminants can occur during either the construction or operational phases of a project. During certain construction activities, potential releases of toxic air contaminants could occur during site remediation activities, or during building demolition. Toxic air contaminants may also be released during industrial or manufacturing processes, or other activities that involve the use, storage, processing, or disposal of

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<sup>20</sup> South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As amended June 3, 2005.

<sup>21</sup> California, State of. *Health and Safety Code*. Division 26 Air Resources, Part 2 State Air Resources Board, Chapter 3.5 Toxic Air Contaminants, Article 2 Definitions, Section 39655 (a).



toxic materials.<sup>22</sup> The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone ( $O_3$ )* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide ( $CO$ )* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide ( $NO_2$ )* is a yellowish-brown gas, which at high levels can cause breathing difficulties.  $NO_2$  is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide ( $SO_2$ )* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *$PM_{10}$  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 cause irritation.

Projects in the South Coast Air Basin (Basin) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of  $PM_{10}$ ;
- 55 pounds per day or 2.43 tons per quarter of  $PM_{2.5}$ ; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions 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  $PM_{10}$ ;
- 55 pounds per day of  $PM_{2.5}$ ; or,
- 150 pounds per day of sulfur oxides.

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<sup>22</sup> Los Angeles, City of. *Los Angeles CEQA Thresholds Guide*. 2006.



### 3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project area is located within the South Coast Air Basin (Basin), which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).<sup>23</sup>

The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM<sub>2.5</sub> Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:<sup>24</sup>

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

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of San Fernando. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

In terms of Criteria 2, the proposed project will not conflict with the regional population forecast and distribution in the 2016 AQMP. According to the 2016 AQMP, the Basin had a population of 16.4 million in 2012 and is projected to have a population of 17.6 million by the year 2023 (these numbers

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<sup>23</sup> South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted March 2017.

<sup>24</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

are derived from the 2016-2040 RTP/SCS prepared by SCAG). City-specific growth forecasts are listed within the RTP/SCS. According to the RTP/SCS Demographics and Growth Forecast Appendix, the City of San Fernando had a population of 23,900 in 2012 and is projected to have a population of 26,900 by the year 2040.<sup>25</sup> As of 2017, the population in the City of San Fernando was estimated to be 24,714.<sup>26</sup> The proposed project will involve the construction and operation of an industrial building and will not directly contribute to population growth within the City. According to the RTP/SCS Demographics and Growth Forecast Appendix, the City of San Fernando is projected to add a total of 1,000 new jobs through the year 2040.<sup>27</sup>

According to the State of California Employment Development Department, the City's current unemployment rate is 3.9%, which means there are approximately 500 residents actively seeking work.<sup>28</sup> A total of 169 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area and is well within SCAG's employment projections for the City of San Fernando and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

*B. Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation? • Less than Significant Impact with Mitigation.*

As indicated previously, the project area is located in a non-attainment area for ozone and particulates, therefore, the proposed project will be required to comply with the requirements of SCAQMD *Rule 403, Fugitive Dust*, which requires the implementation of Best Available Control Measures (BACM) for all fugitive dust sources, and the *2016 Air Quality Management Plan (AQMP)*, which identifies BACMs and Best Available Control Technologies (BACT) for area sources and point sources, respectively. According to SCAQMD *Rule 403, Fugitive Dust*, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55%. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

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<sup>25</sup> Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

<sup>26</sup> United States Census Bureau. *Quickfacts, San Fernando City, California.*  
<https://www.census.gov/quickfacts/fact/table/sanfernandocitycalifornia/PST045217>.

<sup>27</sup> Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

<sup>28</sup> State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary.*  
<http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>. Website accessed May 23, 2018.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod (V.2016.3.2) developed for the SCAQMD. The construction period is expected to last for approximately 12 months.

**Table 3-1  
 Estimated Daily Construction Emissions**

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition (on-site)	3.51	35.78	22.06	0.04	2.56	1.78
Demolition (off-site)	0.10	1.08	0.87	--	0.23	0.07
<b>Total Demolition</b>	<b>3.61</b>	<b>36.86</b>	<b>22.93</b>	<b>0.04</b>	<b>2.79</b>	<b>1.85</b>
Site Preparation (on-site)	4.34	45.57	22.06	0.04	20.46	12.13
Site Preparation (off-site)	0.09	0.06	0.81	--	0.20	0.05
<b>Total Site Preparation</b>	<b>4.43</b>	<b>45.63</b>	<b>22.87</b>	<b>0.04</b>	<b>20.66</b>	<b>12.18</b>
Grading (on-site)	2.58	28.35	16.29	0.03	7.67	4.62
Grading (off-site)	0.07	0.05	0.67	--	0.17	0.05
<b>Total Grading</b>	<b>2.65</b>	<b>28.40</b>	<b>16.96</b>	<b>0.03</b>	<b>7.84</b>	<b>4.67</b>
Building Construction (on-site)	2.36	21.08	17.16	0.03	1.29	1.21
Building Construction (off-site)	0.46	3.45	3.96	0.01	1.00	0.29
<b>Total Building Construction</b>	<b>2.82</b>	<b>24.53</b>	<b>21.12</b>	<b>0.04</b>	<b>2.29</b>	<b>1.50</b>
Paving	1.45	15.24	14.66	0.02	0.82	0.76
Paving	0.07	0.05	0.67	--	0.17	0.05
<b>Total Paving</b>	<b>1.52</b>	<b>15.29</b>	<b>15.33</b>	<b>0.02</b>	<b>0.99</b>	<b>0.81</b>
Architectural Coatings (on-site)	36.63	1.84	1.84	--	0.13	0.13
Architectural Coatings (off-site)	0.07	0.05	0.63	--	0.16	0.04
<b>Total Architectural Coatings</b>	<b>36.70</b>	<b>1.89</b>	<b>2.47</b>	<b>--</b>	<b>0.29</b>	<b>0.17</b>
<b>Maximum Daily Emissions</b>	<b>36.70</b>	<b>45.63</b>	<b>22.93</b>	<b>0.04</b>	<b>20.66</b>	<b>12.18</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>55</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2016.3.2.

As shown in Table 3-1, daily construction emissions will not exceed the SCAQMD thresholds of significance. Therefore, the construction-related impacts associated with the proposed project would be less than significant. Nevertheless, in order to ensure that all construction staging occurs on-site and that the proposed project does not cause off-site particulate emissions, the following mitigation is required:

- The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity. The construction and staging plan must establish an on-site construction equipment staging area and construction worker parking lot, located on either paved surfaces or unpaved surfaces subjected to soil stabilization treatments.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and off-site

emissions related to the production and consumption of energy. Table 3-2 (shown below) depicts the estimated project operational emissions related to the project's operation.

**Table 3-2**  
**Estimated Operational Emissions in lbs/day – Unmitigated**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	3.77	--	0.02	--	--	--
Energy (lbs/day)	--	0.04	0.03	--	--	--
Mobile (lbs/day)	0.64	3.34	9.41	0.03	2.61	0.72
<b>Total (lbs/day)</b>	<b>4.41</b>	<b>3.38</b>	<b>9.46</b>	<b>0.03</b>	<b>2.61</b>	<b>0.72</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>55o</b>	<b>15o</b>	<b>15o</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2016.3.2.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant impact. Since the project area is located in a non-attainment area for ozone and particulates, the Applicant will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.<sup>29</sup> The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures. Therefore, less than significant impacts will occur.

*C. 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 residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate.<sup>30</sup> These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include single-family homes located 150 feet southeast and 540 feet northwest of the project site.<sup>31</sup> These nearby sensitive receptors are shown in Exhibit 3-2.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction and operations; PM<sub>10</sub> emissions from construction and operations; and PM<sub>2.5</sub> emissions from construction and operations.

<sup>29</sup> South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

<sup>30</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

<sup>31</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 24, 2018.

The use of the “look-up tables” is permitted since each of the construction phases that includes demolition, grading, site preparation, and building erection will involve the disturbance of less than five acres of land area on any given construction day. For purposes of the LST analysis, the receptor distance used was 50 meters since the nearest sensitive receptor is located 150 feet (46 meters) southeast of the project site.

**Table 3-3**  
**Local Significance Thresholds Exceedance SRA 7 for 5-Acre Sites**  
**(the project site is 7.66 acres in area)**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO <sub>x</sub>	45.63	Construction	172	<b>165</b>	176	194	242
CO	22.93	Construction	1,434	<b>1,872</b>	2,599	4,119	9,848
PM <sub>10</sub>	20.66	Construction	14	<b>42</b>	56	84	167
PM <sub>2.5</sub>	6.13	Construction	8	<b>10</b>	15	28	86

Based on the analysis of LST impacts summarized above in Table 3-3, the potential impacts will be less than significant. In addition, fugitive dust emission, which is responsible for PM<sub>10</sub> and PM<sub>2.5</sub> emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions. These SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

As previously mentioned, the Applicant will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.<sup>32</sup> The 6.13 lbs/day figure for PM<sub>2.5</sub> emissions within Table 3-3 are the emissions after mitigation. The figure for PM<sub>2.5</sub> prior to mitigation is 12.18 lbs/day, which is above the allowable threshold. All other figures are prior to mitigation. Since only one Rule 403 mitigation measure is included and calculated within the CalEEMod air quality model (watering of dirt surfaces three times daily), emissions will be lower than those listed in Table 3-3.

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

<sup>32</sup> South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.





**EXHIBIT 3-2**  
**NEARBY SENSITIVE RECEPTORS**  
SOURCE: QUANTUM GIS

Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).<sup>33</sup> The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the Basin. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project will generate approximately 390 daily trips, with 39 trips occurring during the AM peak hour, and 42 trips occurring during the PM peak hour (refer to Section 3.17.2.A herein).<sup>34</sup> The projected peak hour traffic will not significantly degrade any local intersection's level of service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide *hot-spot*. As a result, the potential impacts are considered to be less than significant.

*D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people? • Less than Significant 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.<sup>35</sup> As designed, the proposed project will not be involved in any of the aforementioned odor-generating activities. Given the nature of the anticipated use, no impacts related to odors are anticipated with the proposed project. Construction truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes.<sup>36</sup> Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the project's contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

### 3.3.3 MITIGATION MEASURES

In order to ensure that all construction staging occurs on-site and that the proposed project does not cause off-site particulate emissions, the following mitigation is required:

*Mitigation Measure No. 2 (Air Quality).* The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity. The construction and staging plan must establish an on-site construction equipment staging area and construction worker parking lot, located on either paved surfaces or unpaved surfaces subjected to soil stabilization treatments.

<sup>33</sup> "LOS" refers to "Level of Service." Refer to Section 3.2.16.A.

<sup>34</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

<sup>35</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* As amended 2017.

<sup>36</sup> California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*

### **3.4 BIOLOGICAL RESOURCES**

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#### **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 Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on State or federally protected wetlands as defined (including, but not limited to, marsh, vernal, pool, coastal, etc.) 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 plans.

#### **3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project either directly or through habitat modifications, have a substantial adverse effect 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 Wildlife or U.S. Fish and Wildlife Service?* • *No Impact.*

The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. The City's General Plan states that the "native vegetation and wildlife have been disrupted by urbanization," and that "no rare or endangered species of plants or animals are known to exist in the City of San Fernando." Although the eastern boundary of San Fernando is located one-half mile west of the San Gabriel mountain foothills, the entire City of San Fernando is developed and urbanized.



A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer indicated that there are 12 threatened or endangered species (as designated on a federal or State level) located within the San Fernando Quadrangle. The San Fernando Quadrangle encompasses the City of San Fernando, a portion of northern Los Angeles, a small portion of southern Santa Clarita, and a portion of the eastern San Gabriel Mountains.<sup>37</sup> These species include:

- *Southern mountain yellow-legged frog*: The southern mountain yellow-legged frog is federally listed and State-listed as an endangered species. The southern mountain yellow-legged frog is 2.5 to 3.25 inches in length and is brown with dark spots on top and yellow or orange below. This frog is found in and around lakes, ponds, marshes, meadows, and streams within mountainous regions of California and Nevada.<sup>38</sup>
- *Swainson's hawk*: The Swainson's hawk is State-listed as a threatened species. The Swainson's hawk is a medium-sized bird of prey with relatively long, pointed wings. This species of bird is commonly found in plains, dry grassland, farmland, and ranch country and is less commonly found in dry grassland farther west and in heavily farmed country. The greatest number of Swainson's hawks have been found in the Central Valley and in the Great Basin area of northeastern California, with a few territories located in Shasta Valley, the Owens Valley, and the Mohave Desert.<sup>39</sup>
- *California condor*: The California condor is federally listed and State-listed as an endangered species. The body of the adult California condor is 3.5 to 4.5 feet long and has a wingspan of nine to ten feet. It has a distinctive pink head and neck that is bare of feathers and has black feathers with white patches on the underside of each wings. It is also the largest flying bird in North America. Nesting habitats range from scrubby chaparral to forested mountain regions and foraging areas are in open grasslands.<sup>40</sup>
- *Western yellow-billed cuckoo*: The western yellow-billed cuckoo is federally listed as threatened and State-listed as endangered. This bird is a slim, long-tailed bird about 12 inches in length and has a yellow and black bill. It has a grayish-brown head and back and white underparts. The lower part of the tail is marked with six white spots against a black background. This species lives within riparian woodland habitats.<sup>41</sup>

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<sup>37</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>. Website accessed May 31, 2018.

<sup>38</sup> California, State of. California Department of Forestry and Fire Protection. *Mountain Yellow-Legged Frog Species Information*. [http://calfire.ca.gov/resource\\_mgmt/downloads/Mountain\\_Yellow-Legged\\_Frog\\_SpeciesInformation.pdf](http://calfire.ca.gov/resource_mgmt/downloads/Mountain_Yellow-Legged_Frog_SpeciesInformation.pdf). Mt. San Jacinto Natural History Association. *Southern Mountain Yellow-Legged Frog*. <http://msjnha.org/mountain-yellow-legged-frog/>.

<sup>39</sup> National Audubon Society. *Guide to North American Birds*. *Swainson's Hawk*. <https://www.audubon.org/field-guide/bird/swainsons-hawk>. California, State of. California Department of Fish and Wildlife. *Swainson's Hawks in California*. <https://www.wildlife.ca.gov/Conservation/Birds/Swainson-Hawks>.

<sup>40</sup> National Geographic Society. *California Condor*. <https://www.nationalgeographic.com/animals/birds/c/california-condor/>. San Diego Zoo. *California Condor*. <http://animals.sandiegozoo.org/animals/california-condor>. The Cornell Lab of Ornithology. *All About Birds*. *California Condor*. [https://www.allaboutbirds.org/guide/California\\_Condor/lifehistory](https://www.allaboutbirds.org/guide/California_Condor/lifehistory).

<sup>41</sup> U.S. Department of the Interior. National Park Service. *Western Yellow-billed Cuckoo*. <https://www.nps.gov/articles/western-yellow-billed-cuckoo.htm>.

- *Coastal California gnatcatcher*: The coastal California gnatcatcher is federally listed as a threatened bird species. The coastal California gnatcatcher is a small blue-gray songbird which measures approximately 4.5 inches. This species is known or believed to occur along southern California coast area and Baja California. The coastal California gnatcatcher can be found in areas with coastal sage scrub and in habitats of low shrubs (three to six feet tall), generally dominated by California sagebrush, buckwheat, salvia, and prickly-pear cactus.<sup>42</sup>
- *Willow flycatcher*: The willow flycatcher is State-listed as an endangered bird species. This bird is small and has a fairly long, thin tail and wings. Its body is brownish olive with a slight yellow wash to the belly. They have two whitish wingbars and a white throat. They typically breed in shrubby areas with standing water or along streams.<sup>43</sup>
- *Least Bell's vireo*: The least Bell's vireo is federally listed and State-listed as an endangered bird species. Least Bell's vireos are small birds, approximately 4.5 to 5.0 inches long. They have short rounded wings and short, straight bills. Feathers are mostly gray above and pale below. This species is known or believed to occur along California coast. Highly territorial, least Bell's vireos establish breeding territories, ranging in size from one to four acres. Nesting habitat typically consists of well-developed overstories and understories and low densities of aquatic and herbaceous cover.<sup>44</sup>
- *Santa Ana sucker*: The Santa Ana sucker is federally listed as a threatened species. The Santa Ana sucker is a small fish averaging about three inches in length. It is grey in color and has dark blotches on their sides. Most notably it is characterized by the downward orientation of its mouthparts. The Santa Ana Sucker is endemic to southern California and is native to only the Los Angeles, San Gabriel, Santa Ana, and Santa Clara River systems. The Santa Ana Sucker is found within clear, small to medium size streams with rock and vegetation on the side.<sup>45</sup>
- *Nevin's barberry*: The Nevin's barberry is federally listed and State-listed as an endangered plant species. Nevin's barberry is an evergreen shrub, historically found at scattered locations in San Fernando, San Bernardino, Riverside, and possibly San Diego Counties. It is found within chaparral, foothill woodland, and coastal sage scrub communities and within a riparian habitat.<sup>46</sup>

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<sup>42</sup> United States Fish & Wildlife Service. Environmental Conservation Online System (ECOS). *Coastal California gnatcatcher (Polioptila californica californica)*. <https://ecos.fws.gov/ecp0/profile/speciesProfile?spcode=B08X>. Secondary source: National Audubon Society. *Coastal California gnatcatcher (Polioptila californica)*. <http://www.audubon.org/field-guide/bird/california-gnatcatcher>.

<sup>43</sup> National Audubon Society. *Willow Flycatcher*. <http://www.audubon.org/field-guide/bird/willow-flycatcher>. The Cornell Lab of Ornithology. All About Birds. *Willow Flycatcher*. [https://www.allaboutbirds.org/guide/Willow\\_Flycatcher/id](https://www.allaboutbirds.org/guide/Willow_Flycatcher/id).

<sup>44</sup> United States Fish & Wildlife Service. Environmental Conservation Online System (ECOS). *Least Bell's vireo (Vireo bellii pusillus)*. <https://ecos.fws.gov/ecp0/profile/speciesProfile?spcode=B067>. Secondary source: The National Wildlife Federation. *Showcase Species: California/Nevada, Least Bell's Vireo*. <https://www.nwf.org/~media/PDFs/Wildlife/LeastBellsVireo.ashx>.

<sup>45</sup> Los Padres Forest Watch. *Santa Ana Sucker*. <https://lpfw.org/our-region/wildlife/santa-ana-sucker/>.

<sup>46</sup> California Department of Fish & Wildlife. *Nevin's Barberry (Berberis nevinii)*. <https://www.wildlife.ca.gov/Conservation/Plants/Endangered/Berberis-nevinii>.

- *California Orcutt grass*: California Orcutt grass is federally listed and State-listed as an endangered plant species. This plant species is a small, hairy annual grass with prostrate stems, rarely exceeding six inches tall. It is bright green with leaves one or two centimeters long. It is native to southern California and northern Baja California, where it grows in scattered locations in vernal pool habitats.<sup>47</sup>
- *San Fernando Valley spineflower*: The San Fernando Valley spineflower is proposed to be federally listed as threatened and is State-listed as endangered. This plant species is found only on Newhall Ranch (Los Angeles County) and Laskey Mesa (Ventura County). This spineflower is a small, sprawling herb with hairy stems, white flowers, and reddish leaves that stand two to three inches off the ground, found in chaparral and scrub plant communities.<sup>48</sup>
- *Slender-horned spineflower*: The slender-horned spineflower is federally listed and State-listed as an endangered species. This plant species is a small annual plant in the buckwheat family with distinctive basal leaves and small clusters of flowers. It is found in areas prone to drought, and plants usually occur in isolated patches of large floodplain habitats categorized as alluvial scrub. The slender-horned spineflower is endemic to southwestern California, and occurs in Los Angeles, San Bernardino, and Riverside Counties.<sup>49</sup>

The project site does not contain suitable habitat for any of the aforementioned species. The proposed project will not have an impact on the aforementioned species since there are no natural sources of water and therefore no suitable riparian or native habitat located within, or in the vicinity of, the project site. In addition, there are no areas of undeveloped open space in the vicinity of the project site that would contain native vegetation nor does the site appear to serve as a buffer between existing development and more natural habitat areas. Although the Pacoima Wash is located adjacent to the project site, the wash is a vertical-walled, concrete-lined portion of the stream.

A site survey conducted by Blodgett Baylosis Environmental Planning confirmed that animals and other organisms, unmanaged vegetation, cave-like areas, evidence of nesting, hunting, tracks, and droppings are not found on site. Individuals or populations of the aforementioned sensitive species do not use or inhabit the site during any part of the year. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

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

Due to the current state of the project site and the level of development in the surrounding area, the project site does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community, nor

<sup>47</sup> California Native Plant Society. *Calscape. California Orcutt Grass*. <http://calscape.org/Orcuttia-californica-0>.

<sup>48</sup> County of Los Angeles. Significant Ecological Areas Program. *San Fernando Valley Spineflower*. <http://planning.lacounty.gov/site/sea/2018/01/25/dolor-sit-amet/>.

<sup>49</sup> California, State of. California Department of Fish & Wildlife. *Slender-horned Spineflower*. <https://www.wildlife.ca.gov/Conservation/Plants/Endangered/Dodecahema-leptoceras>.

does the California Department of Fish and Wildlife identify any such habitat. No wetlands were observed on the project site or in the surrounding areas.<sup>50</sup> A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitats present on-site or in the adjacent properties. The nearest wetland to the project site is the Pacoima Wash, which is located adjacent to the project site to the east (refer to Exhibit 3-3).<sup>51</sup> Although the Pacoima Wash is located adjacent to the project site, the wash is a vertical-walled, concrete-lined portion of the stream. The proposed project will be limited to the project site and will not affect the aforementioned designated wetlands. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

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

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.<sup>52</sup> As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

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

The site is surrounded by development and lacks suitable habitat for wildlife habitat. Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent roadways limit the site's utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, no impacts will result from the implementation of the proposed project.

*E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.*

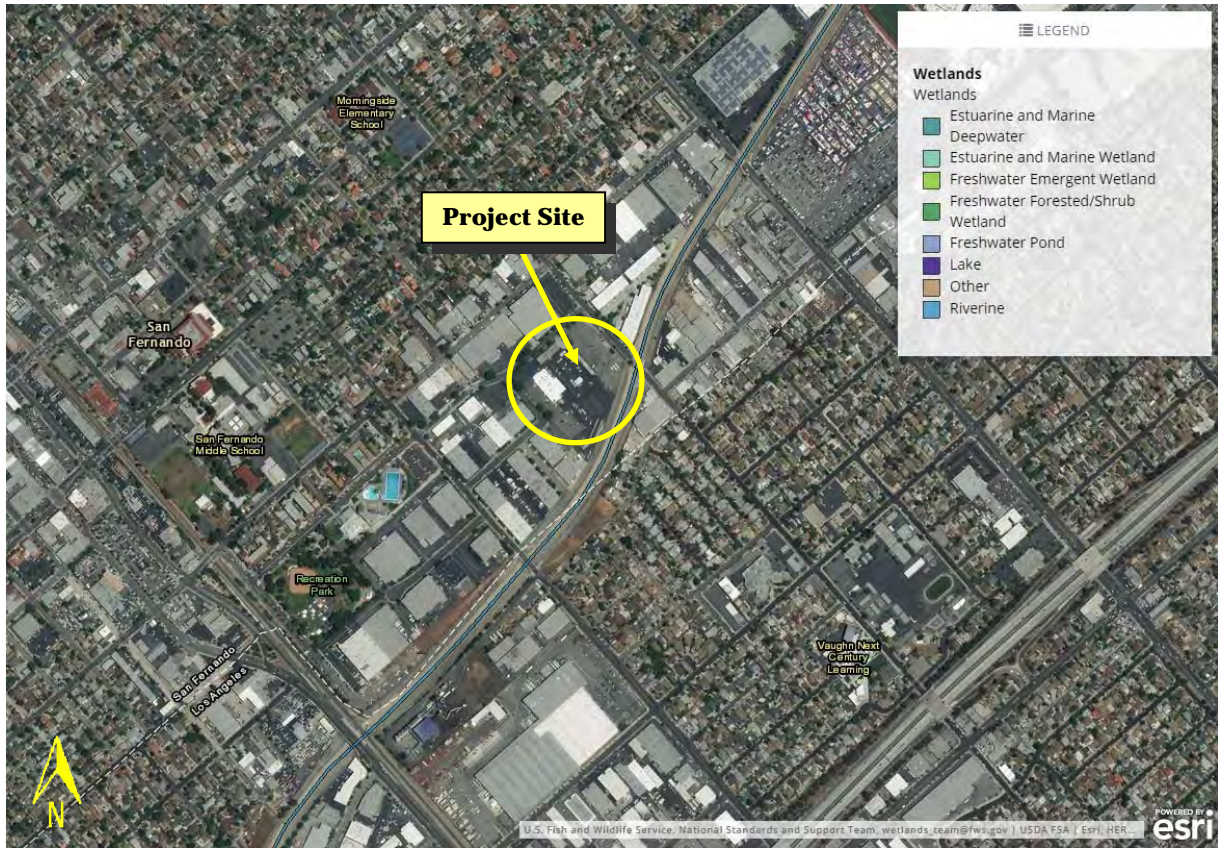
Approximately five trees are located on-site and approximately 15 trees are located on the public right-of-way. These trees are of a species commonly used in urban landscaping and are not protected by any regional or local policy or ordinance. All trees will be removed but will be replaced as part of the proposed project. As a result, the potential impacts are considered to be less than significant.

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<sup>50</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 24, 2018.

<sup>51</sup> United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>. Website accessed May 31, 2018.

<sup>52</sup> Ibid.



### EXHIBIT 3-3

## WETLANDS MAP

SOURCE: U.S. FISH AND WILDLIFE SERVICE, WETLANDS MAPPER

*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 plans? • No Impact.*

The nearest Significant Ecological Areas to the project site are the Tujunga Valley/Hansen Dam Significant Ecological Area (SEA #25), located approximately two miles to the southeast; and, the Santa Susana Mountains/Simi Hills Significant Ecological Area (SEA #23), located approximately five miles to the northwest.<sup>53</sup> The proposed project will be restricted to the project site and will not impact these SEAs. As a result, no impacts are anticipated to occur with the implementation of the proposed project.

### **3.4.3 MITIGATION MEASURES**

The analysis of biological resources impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

## **3.5 CULTURAL RESOURCES**

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### **3.5.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may 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 pursuant to §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The disturbance of any human remains, including those interred outside of dedicated cemeteries.

### **3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §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. 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 State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were

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<sup>53</sup> Google Earth. Website accessed June 1, 2018.



important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. A search through the California Office of Historic Preservation, California Historical Resources database indicated that the project site does not contain any historic structures listed in the National or California Registrar.<sup>54</sup> Upon review of the specific criteria listed above, it was determined that the building occupying the project site does not qualify for listing in either the National or California registrar. As a result, no impacts to historic structures will occur.

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. 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 State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal 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.<sup>55</sup> To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

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

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

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

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<sup>54</sup> California Office of Historic Preservation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=30>. Website accessed June 1, 2018.

<sup>55</sup> U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Website accessed June 1, 2018.

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.<sup>56</sup>

The entire project site has been disturbed as part of the previous development. Various locations in the City are recorded on the National Register of Historic Places. However, these historic locations are not located within or adjacent to the project site.

The project site is presently occupied by a 17,768 square-foot industrial building and two temporary buildings that do not meet any of the aforementioned criteria. In addition, the project site is not listed on the National or State Historic Register.<sup>57</sup> The proposed project will be limited to the project site and will not affect any existing historic resources within the City or those identified as being eligible for listing on the National Register. The project site and the building currently on-site are not subject to any federal, State, or local preservation guidelines or restrictions. As a result, no impacts are associated with the proposed project's implementation.

*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? • Less Than Significant Impact.*

The greater Los Angeles Basin was previously inhabited by the Gabrieleño-people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.<sup>58</sup> Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.<sup>59</sup> The project site is currently occupied by a 17,768 square-foot industrial building and two

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<sup>56</sup> U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Website accessed June 1, 2018.

<sup>57</sup> U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Website accessed June 1, 2018. Secondary Source: California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>. Website accessed June 1, 2018.

<sup>58</sup> Tongva People of Sunland-Tujunga. *Introduction*. [http://www.lausd.k12.ca.us/Verdugo\\_HS/classes/multimedia/intro.html](http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html).

<sup>59</sup> Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>.



temporary buildings. Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. In addition, the project will require grading. As a result, a mitigation measure is provided in Section 3.17 (Tribal Cultural Resources) to ensure that a tribal representative is present during construction-related ground-disturbing activities. Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

*C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less Than Significant Impact.*

There are no dedicated cemeteries located within the vicinity of the project site.<sup>60</sup> The proposed project will be restricted to the designated project site and will not affect any dedicated cemeteries. In addition, the proposed construction is not likely to neither discover nor disturb any on-site burials due to the level of urbanization present and the amount of disturbance sustained to accommodate the surrounding development. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted and the City of San Fernando Department of Police Services will be contacted (the Department will then contact the County Coroner). On addition, a mitigation measure is provided in Section 3.17 (Tribal Cultural Resources) to ensure that a tribal representative is present during construction-related ground-disturbing activities. As a result, the proposed construction activities are not anticipated to impact any interred human remains and the impacts are considered to be less than significant.

### **3.5.3 MITIGATION MEASURES**

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation is required.

## **3.6 ENERGY**

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### **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:

- A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and,
- A conflict with or obstruction of a State or local plan for renewable energy or energy efficiency.

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<sup>60</sup> Google Earth. Website accessed June 6, 2018.

### 3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? • Less than Significant Impact with Mitigation.*

The proposed warehouse building will be consistent with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting and interior lighting and appliances. In order to prevent inefficient consumption of energy, the following mitigation is required:

- The Applicant must install ENERGY STAR appliances wherever appliances are installed.
- The Applicant must install ENERGY STAR rated light emitting diodes (LEDs) for outdoor and parking lot lighting.
- The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when frequently turned off.
- All security lighting must be motion sensor controlled. This will prevent the continuous use of lighting.

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

B. *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? • Less than Significant Impact.*

The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in Greenhouse Gasses (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill would require the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25% from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while nonresidential sector exterior lighting (parking lot, area, walkway and security lighting) usage comprises 1.4% of California's total electricity use, much of which occurs during limited occupancy periods.<sup>61</sup> As indicated previously, the project will be involved in industrial uses. A majority of the energy that will be consumed by daily operations will be related to lighting and limited industrial equipment. Therefore, mitigation was proposed in the previous subsection that would be effective in reducing wasteful energy consumption. Adherence to the aforementioned mitigation measures will

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<sup>61</sup> California Public Utilities Commission. *Energy Efficiency Strategic Plan*. Plan updated January 2011.

ensure conformance with the State's goal of promoting energy and lighting efficiency. As a result, the potential impacts are considered to be less than significant.

### **3.6.3 MITIGATION MEASURES**

The analysis determined that the following mitigation would be required:

*Mitigation Measure No. 3 (Energy).* The Applicant must install ENERGY STAR appliances wherever appliances are installed.

*Mitigation Measure No. 4 (Energy).* The Applicant shall install ENERGY STAR rated light emitting diodes (LEDs) for outdoor and parking lot lighting.

*Mitigation Measure No. 5 (Energy).* The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when frequently turned off.

*Mitigation Measure No. 6 (Energy).* All security lighting must be motion sensor controlled. This will prevent the continuous use of lighting.

## **3.7 GEOLOGY & SOILS**

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### **3.7.1 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:

- Direct or indirect cause of 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), strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial direct or indirect risks to life or property;

- 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; or,
- Direct or indirect destruction of a unique paleontological resource or site or unique geological feature.

### 3.7.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause 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), strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides? • Less than Significant Impact.*

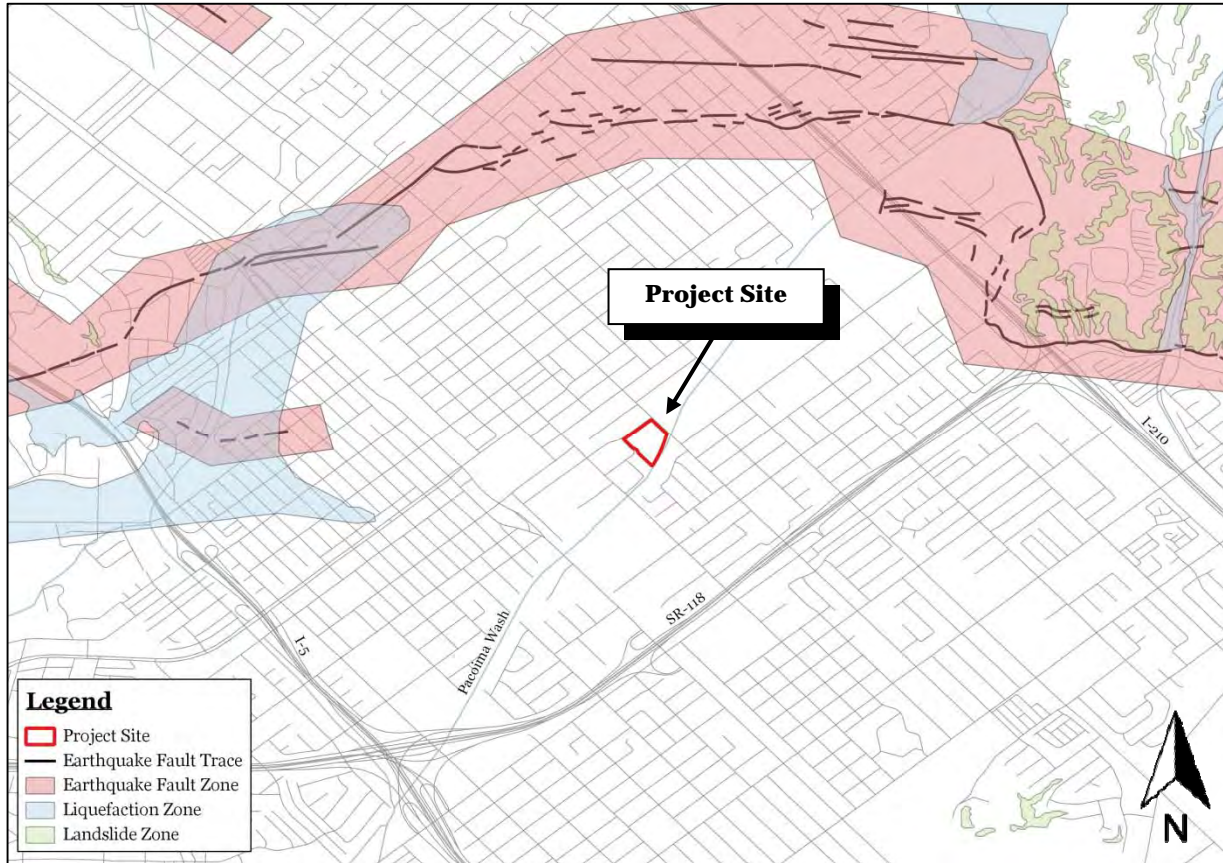
The City of San Fernando is located in a seismically active region (refer to Exhibit 3-4). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.<sup>62</sup>

The Sylmar Fault, part of the larger Sierra Madre Fault, is the closest known fault to the project site. This fault is located approximately one mile to the north of the site.<sup>63</sup> The project site is not located within the fault zone of the Sylmar Fault (refer to Exhibit 3-4). The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area. Compliance with the most recent State and local building codes will minimize potential impacts related to earthquakes. Construction is regulated by the California Building Standards Code and the Building Regulations within Chapter 18 of the San Fernando Municipal Code. These building codes provide requirements for construction, grading, excavations, use of fill, and foundation work including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from geological hazards. Liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. According to the California Geological Survey, the project site is not located in an area that is at risk for liquefaction (refer to Exhibit 3-4). In addition, the project site is not at risk for landslides (refer Exhibit 3-4). Therefore, the impacts are expected to be less than significant.

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<sup>62</sup> California Department of Conservation. *What is the Alquist-Priolo Act*  
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

<sup>63</sup> Google Earth. Website accessed June 6, 2018.



**EXHIBIT 3-4**  
**SEISMIC HAZARDS MAP**  
SOURCE: UNITED STATES GEOLOGICAL SURVEY



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

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by soils of the Urban land – Palmview – Tujunga complex. Urban land – Palmview – Tujunga soils have a moderate runoff and erosion hazard; however, construction activities and the placement of permanent vegetative cover will reduce the soil's erosion risk.<sup>64</sup> The site is, and will continue to be level and no slope failure or landslide impacts are anticipated to occur.

Furthermore, construction is regulated by the California Building Standards Code and the Building Regulations within Chapter 18 of the San Fernando Municipal Code. These building codes provide requirements for construction, grading, excavations, use of fill, and foundation work including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion.

The San Fernando Municipal Code outlines regulations pertaining to the completion of a grading design plan for the purpose of minimizing soil erosion and runoff. Section 94-310 of the San Fernando Municipal Code states that grading of a project site that contains a landscaped area shall be designed to minimize soil erosion and runoff and that "the project Applicant shall submit to community development director a grading design plan that meets the criteria set forth in this section and the criteria set forth in the landscape regulations." In addition, all irrigation and normal rainfall is required to remain within the property lines so as not to drain onto non-permeable hardscapes. The proposed detention basin on the southwest corner of the project site will fulfill this requirement. As a result, the impacts will be less than significant.

*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.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. Liquefaction-induced lateral spreading will not affect the proposed project because the new building will not be located within a liquefaction zone (refer to Exhibit 3-4) and because it will be constructed with the strict adherence to the most pertinent State and City building codes. The site is also flat and level.

Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.<sup>65</sup> Shrinking and swelling is influenced by the amount of clay present in the underlying soils. The soils that underlie the project site are not prone to

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<sup>64</sup> United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

<sup>65</sup> Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.htm>.

shrinking and swelling (refer to section 3.6.D), thus no impacts related to unstable soils and subsidence are expected.

*D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property? • No Impact.*

According to the USDA Web Soil Survey, the soils that underlie the project site possess a low shrink swell potential. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.<sup>66</sup> Clay is not a significant component of soils of the Urban land – Palmview – Tujunga complex.<sup>67</sup> As a result, no impacts related to expansive soils are anticipated.

*E. Would the project be located on soils that are 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 proposed project. The project will continue to be connected to the existing 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.

*F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature? • No Impact.*

The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Rocks are classified into three principal types: igneous, metamorphic, and sedimentary. Sedimentary rocks contain the bulk of fossils in the region, although metamorphic rocks may also contain fossils. Igneous rocks do not contain fossils. In addition to igneous and most metamorphic rocks, areas of artificial landfill, streambeds, and beach sand do not contain fossils. The older sedimentary rocks are exposed in the hills and mountains, while younger rock units are present in low-lying and flat valley and basin floors. The majority of igneous rocks in the region are found in the Santa Monica Mountains and the northern San Fernando Valley (the City of San Fernando is within northern San Fernando Valley). The site is underlain by Quaternary (Recent) age marine and non-marine sedimentary rocks consisting of alluvium, lake, playa, and terrace deposits. Therefore, fossils are not expected to occur underneath the project site.<sup>68</sup>

Direct destruction of fossils within fossil-bearing rock units may result from grading or excavation associated with a project, particularly during the construction phase. Indirect destruction or loss of fossils exposed at the surface may result from increased erosion, human access, or other activity in a project area. Increased access could result from the opening of private or otherwise closed lands, new access routes through sensitive areas, or through excavation or the removal of vegetation. Although the construction of the proposed project will result in the disturbance of surface and subsurface soils, the

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<sup>66</sup> Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. [http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2\\_065083](http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083).

<sup>67</sup> United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

<sup>68</sup> Los Angeles, City of. *L.A. CEQA Thresholds Guide. Section D.1 Paleontological Resources*. 2006.

project site and the surrounding project areas are fully developed and have undergone disturbance as part of previous development. For this reason, the likelihood of discovering near surface paleontological resources is considered remote. As a result, no impacts will occur.

### **3.7.3 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impacts related to geology and soils. As a result, no mitigation measures are required.

## **3.8 GREENHOUSE GAS EMISSIONS**

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### **3.8.1 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 gases.

### **3.8.2 ENVIRONMENTAL ANALYSIS**

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

The proposed project will involve the demolition of a 17,768 square-foot industrial building and two temporary buildings and the construction of an industrial building. The SCAQMD has established a single quantified threshold of 10,000 metric tons of CO<sub>2</sub>E (MTCO<sub>2</sub>E) per year for new development.<sup>69</sup> Table 3-4 summarizes annual greenhouse gas (CO<sub>2</sub>E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO<sub>2</sub>E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-4, the CO<sub>2</sub>E total for the project is 3,383.08 pounds per day or 1.53 MTCO<sub>2</sub>E per day. This translates into an annual emission of 558.45 MTCO<sub>2</sub>E, which is below the aforementioned threshold.

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<sup>69</sup> SCAQMD. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15*. [https://planning.lacity.org/eir/8150Sunset/References/4.E.%20Greenhouse%20Gas%20Emissions/GHG.39\\_SCAQMD%20GHG%20Meeting%2015.pdf](https://planning.lacity.org/eir/8150Sunset/References/4.E.%20Greenhouse%20Gas%20Emissions/GHG.39_SCAQMD%20GHG%20Meeting%2015.pdf).

**Table 3-4  
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Long-term Area Emissions	0.04	--	--	0.04
Long-term Energy Emissions	47.30	--	--	47.58
Long-term Mobile Emissions	3,331.45	0.16	--	3,335.46
Total Long-term Emissions	<b>3,378.79</b>	<b>0.16</b>	--	<b>3,383.08</b>
Total Long-term Emissions (MTCO <sub>2</sub> E)				<b>558.45 MTCO<sub>2</sub>E per year</b>
<b>Thresholds of Significance</b>				<b>10,000 MTCO<sub>2</sub>E per year</b>

Source: CalEEMod V.2016.3.2

As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. The project's operational GHG emissions were calculated using the CalEEMod version 2016.3.2. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).<sup>70</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. Since the project's operational emissions will be below the quantified threshold of significance, the potential impacts are considered to be less than significant.

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

The City of San Fernando has not adopted any climate change policies or plans. As indicated previously, the operation of the proposed project will result in an incremental increase in GHG emissions though these operational GHG emissions will be below SCAQMD thresholds of significance. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an "infill development" and is seen as an important strategy in reducing regional GHG emissions. As a result, the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be less than significant.

<sup>70</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits.

### **3.8.3 MITIGATION MEASURES**

The analysis of potential impacts related to GHG emissions indicated that the proposed project would not result in any adverse impacts. As a result, no mitigation measures are required.

## **3.9 HAZARDS & HAZARDOUS MATERIALS**

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### **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 impact regarding hazards or hazardous materials 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 that would result in a safety hazard or excessive noise 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, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire.

### **3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The proposed project will involve the construction and operation of an industrial warehouse development. Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's



future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Additionally, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of San Fernando. As a result, the impacts from the proposed project are expected to be less than significant.

*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.*

Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Additionally, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of San Fernando.

The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).<sup>71</sup> The project site is identified on the Leaking Underground Storage Tank database (LUST) as a LUST cleanup site due to potential gasoline within the soil. The project site is labeled on the LUST database as the GTE San Fernando Plant Yard and the case has been completed and closed as of August 8, 2007.<sup>72</sup>

Ardent Environmental Group was retained by the Applicant to complete a subsurface investigation at the project site. Based on the results of the subsurface investigations, the following conclusions were drawn.

- *Two Inactive Hydraulic Lifts* - Ardent was not able to drill soil borings through the flooring of the maintenance garage due to the fear of damaging the heated floor piping system. There are currently two underground inactive hydraulic lifts within the maintenance garage. The lifts could no longer hold a vehicle up and were suspected to be leaking hydraulic oil. Based on this information, the lifts were immediately taken out of service and have not been used since. The Applicant purchased other similar properties throughout Southern California and Ardent completed the environmental due diligence activities. Through the years, leaking hydraulic lifts have been discovered at these properties. Following discovery, it is customary for the

<sup>71</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*.  
[http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm).

<sup>72</sup> California State Water Resources Control Board. *GeoTracker*.  
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=sanfernando.ca>.

operation of the lifts to be immediately discontinued, similar to the proposed project site. In addition, during Ardent's investigations adjacent to these features at other facilities, field observations and laboratory results have shown little to no contamination. Other potential chemicals, such as VOCs and polychlorinated biphenyls (PCBs), which are sometimes associated with petroleum hydrocarbons, have not been detected. Therefore, there is a low likelihood, in Ardent's judgment, that a significant release has occurred at the proposed project site. In addition, heavy petroleum hydrocarbons such as hydraulic oil do not migrate rapidly in soil.

- *Possible Vapor Intrusion Issue* - The project site was listed on the California Department of Toxic Substances Control's Envirofacts database.<sup>73</sup> The current occupant of the project site was listed as a small quantity generator of hazardous waste, including chlorinated solvents. Solvents are typically used for parts cleaning and degreasing purposes. Due to the possible solvent uses in the maintenance garage, car wash area, and clarifier, a possible vapor intrusion issue was investigated. Based on laboratory results, there is a low likelihood that elevated concentrations of volatile organic compounds (VOCs) are present in soil gas in the vicinity of the maintenance garage and active car wash and clarifier that would pose a possible risk to human health through vapor intrusion.

Based on the findings of this investigation, Ardent recommends no further investigations at this time.<sup>74</sup> Based on the age of the building currently on the project site, potential asbestos containing materials (ACMs) and lead-based paint (LBP) may be present. Asbestos is a mineral fiber that has been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Prior to the late 1970's, building products and insulation materials commonly contained asbestos. In 1989, the U.S. Environmental Protection Agency (EPA) banned all new uses of asbestos; however, uses developed before 1989 are still allowed. When asbestos-containing materials are damaged or disturbed by repair, remodeling or demolition activities, microscopic fibers become airborne and can be inhaled into the lungs, where they can cause significant health problems. The Los Angeles County Assessor website indicates that the existing on-site building was built in the year 1967. Based on the age of the existing on-site building, ACMs may be present. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to demolition. Based upon the age of the existing on-site buildings, it is possible that painted building surfaces contain LBP. LBP was used extensively in buildings constructed before 1950. In 1978, LBP was banned by the federal government. Lead may cause a range of health defects, from behavioral problems and learning disabilities, to seizures and death. As a result of the project site conditions, the following mitigation is required:

- An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or

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<sup>73</sup> United States Environmental Protection Agency. *Envirofacts*. <https://www3.epa.gov/enviro/>. Website accessed June 15, 2018.

<sup>74</sup> Ardent Environmental Group, Inc. *Subsurface Investigation Report, 510 Park Avenue, San Fernando, California*. March 13, 2017.

demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

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

*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? • Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate.<sup>75</sup> These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include the single-family residential areas located 150 feet southeast and 540 feet northwest of the project site. These nearby sensitive receptors are shown in Exhibit 3-2 within the Air Quality section herein.

As previously mentioned, due to the nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. In addition, the mitigation measures listed above will ensure that methane gas, asbestos, and lead-based paint is contained to the project site and is properly handled. Therefore, adherence to all abovementioned mitigation measures will reduce potential impacts to levels that are less than significant.

*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 *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with

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<sup>75</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the DTSC's Brownfields and Environmental Restoration Program referred to as EnviroStor. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.<sup>76</sup> Therefore, no impacts will occur.

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

The project site is not located within two miles of a public use airport. The Whiteman Airport is located in Pacoima approximately 1.38 miles southeast of the project site, the Van Nuys Airport is located approximately 5.5 miles southwest of the project site, the Bob Hope Airport in Burbank is located approximately six miles southeast of the project site, and the Los Angeles International Airport (LAX) is located approximately 23 miles south of the project site.<sup>77</sup> The project site is not located within the Airport's Runway Protection Zone (RPZ), nor is the site located within the airport's 60 Community Noise Equivalent Level (CNEL) boundary. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts will occur.

*F. 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 Park Avenue or any of the surrounding streets be completely closed to traffic. All construction staging areas will be located within the project site. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and no impacts are associated with the proposed project's implementation.

*G. Would the project expose people or structures, either directly or indirectly, 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 area surrounding the project site is urban and there are no areas containing natural vegetation that could lead to a wildfire.<sup>78</sup> As a result, there are no impacts associated with potential wildfires from off-site locations.

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<sup>76</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm).

<sup>77</sup> Google Earth. Website accessed February 23, 2018.

<sup>78</sup> Blodgett Baylosis Environmental Planning. Site Survey was completed on May 24, 2018.

### 3.9.3 MITIGATION MEASURES

The following mitigation is required to address potential impacts regarding a release of hazardous materials:

*Mitigation Measure No. 7 (Hazards & Hazardous Materials).* An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

*Mitigation Measure No. 8 (Hazards & Hazardous Materials).* The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

## 3.10 HYDROLOGY & WATER QUALITY

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### 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 adverse environmental impact on hydrology and water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- A substantial decrease of groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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, or impede or redirect flood flows;



- Flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation; or,
- Conflicts with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

### **3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? • Less than Significant Impact with Mitigation.*

The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. According to the site plan, the proposed project will include 48,883 square feet of landscaping, resulting in 14.64 percent coverage of the project site in pervious surfaces. In the absence of mitigation, a significant amount of impervious surfaces (i.e. buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants.

The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Clean Water Act delineates a national permitting system for point discharges known as the NPDES. NPDES permits typically incorporate specific discharge limitations for point source discharges to ensure that dischargers meet permit conditions and protect state-defined water quality standards. The NPDES framework also regulates stormwater runoff originating from municipal and industrial sources. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement over the life of the project. As part of the permitting process, the paving contractors will be required to adhere to all pertinent Clean Water Act regulation.

Section 94-310 of the San Fernando Municipal Code outlines regulations pertaining to the completion of a grading design plan for the purpose of minimizing soil erosion and runoff. The code also states that all irrigation and normal rainfall is required to remain within the property lines so as not to drain onto non-permeable hardscapes. The proposed detention basin on the southwest corner of the project site will fulfill this requirement. Furthermore, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the above mentioned mitigation, the impacts would be reduced to levels that are considered to be less than significant.

*B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge in such a way that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact.*

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.<sup>79</sup> In addition, the proposed project will be connected to the City's utility lines and will not deplete groundwater supplies.

The City of San Fernando is one of 14 retail water agencies served by the Metropolitan Water District of Southern California (MWD) and receives imported water to supplement its groundwater supplies on an as-needed basis only. Typically, the City has been able to meet 100% of its demand from its groundwater wells. Occasionally, the City experiences high water demand which causes the City to purchase imported water.<sup>80</sup> The proposed project does not include the installation of production water wells or a permanent groundwater extraction system. The project will continue to be connected to the City's water lines and will not result in a direct decrease in underlying groundwater supplies.

Furthermore, the project Applicant will be required to adhere to the applicable Best Management Practices (BMPs) for the construction site. Adherence to the required BMPs will restrict the discharge of contaminated runoff into the local storm drain system. As previously mentioned, Section 94-310 of the San Fernando Municipal Code outlines regulations pertaining to the completion of a grading design plan for the purpose of minimizing soil erosion and runoff. The code also states that all irrigation and normal rainfall is required to remain within the property lines so as not to drain onto non-permeable hardscapes. The proposed detention basin on the southwest corner of the project site will fulfill this requirement. As a result, the impacts are anticipated to be less than significant.

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<sup>79</sup> Geotracker GAMA. <http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp>. Website accessed June 8, 2018.

<sup>80</sup> San Fernando, City of. *2015 Urban Water Management Plan, City of San Fernando*. June 2016.

- 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 or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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, or impede or redirect flood flows? • No Impact.*

The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. According to the site plan, the proposed project will include 48,883 square feet of landscaping, resulting in 14.64% coverage of the project site in pervious surfaces. Although the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of storm water runoff, the project will be properly drained and is not expected to result in erosion or siltation on- or off-site. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. The site will be graded so that storm water runoff will be directed to the curbs and gutters on the local streets. The proposed project will be restricted to the project site and will not alter the course of the adjacent Pacoima Wash, which is concrete-lined. As a result, no impacts are anticipated.

- D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact.*

The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. A seiche in the Pacoima Wash is not likely to happen due to the current level of channelization. In addition, the project site is located inland approximately 18 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.<sup>81</sup> As a result, no impacts are expected.

- E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.*

As previously mentioned, the proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement over the life of the project. Section 94-310 of the San Fernando Municipal Code outlines regulations pertaining to the completion of a grading design plan for the purpose of minimizing soil erosion and runoff. The code also states that all irrigation and normal rainfall is required to remain within the property lines so as not to drain onto non-permeable hardscapes. The proposed detention basin on the southwest corner of the project site will fulfill this requirement. Furthermore, the abovementioned mitigation within Section 3.10.2.A will further reduce any potential impacts. As a result, no impacts are anticipated.

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<sup>81</sup> Google Earth. Website accessed June 8, 2018.

### **3.10.3 MITIGATION MEASURES**

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated.

*Mitigation Measure No. 9 (Hydrology & Water Quality).* Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

*Mitigation Measure No. 10 (Hydrology & Water Quality).* The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

## **3.11 LAND USE & PLANNING**

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### **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 impact on land use and planning if it results in any of the following:

- The physical division and disruption of an established community; or,
- Causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### **3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The proposed project involves the construction and operation of an industrial warehouse. The proposed project site is zoned *Limited Industrial* (M-1) (refer to Exhibit 3-5) and has a general plan land use designation of *Industrial* (refer to Exhibit 3-6). The project will require the approval of a Site Plan Review (*SPR 2018-001*) and a Conditional Use Permit (*CUP 2018-001*) for a warehouse and distribution use of a proposed new industrial building.



**EXHIBIT 3-5**  
**ZONING MAP**  
SOURCE: CITY OF SAN FERNANDO





## EXHIBIT 3-6 ZONING MAP

SOURCE: CITY OF SAN FERNANDO

The project site is located within an urban area within the City of San Fernando. The project site is presently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking.<sup>82</sup> The project site is surrounded on all but its southeast side by industrial uses. The southeast side of the project site is bounded by the Pacoima Wash. South of the Pacoima Wash is a residential neighborhood. Since the proposed project is located within an industrially zoned area and will replace current industrial uses, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

*B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.*

The project site is zoned *Limited Industrial* (M-1) (refer to Exhibit 3-5) and has a general plan land use designation of *Industrial* (refer to Exhibit 3-6). The project will require the approval of a Site Plan Review (*SPR 2018-001*) and a Conditional Use Permit (*CUP 2018-001*) for a warehouse and distribution use of a proposed new industrial building.

The project site is surrounded on all but its southeast side by industrial uses. The southeast side of the project site is bounded by the Pacoima Wash. South of the Pacoima Wash is a residential neighborhood. Since the proposed project is located within an industrially zoned area and will replace current industrial uses, the project will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and no impacts will occur.

### **3.11.3 MITIGATION MEASURES**

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

## **3.12 MINERAL RESOURCES**

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### **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 adverse impact on mineral resources if it results in any of the following:

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

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<sup>82</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on May 24, 2018.

### 3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.<sup>83</sup> The nearest recorded well to the project site is located approximately 575 feet east of the project site. Additionally, the project area is not an area with active mineral extraction activities. In addition, according to the California Department of Conservation study area maps, the project site and the majority of the City of San Fernando is located within an MRZ-3 zone. The definition of an MRZ-3 zone is an area containing mineral deposits the significance of which cannot be evaluated from available data.<sup>84</sup> Nevertheless, the proposed project will not involve extensive excavation; the proposed project will only involve grading for a one-story building. 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.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

### 3.12.3 MITIGATION MEASURES

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

## 3.13 NOISE

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### 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 the environment if it results in any of the following:

- The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies; or,

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<sup>83</sup> California Department of Conservation. *Division of Oil, Gas & Geothermal Resources Well Finder*. <http://maps.conservation.ca.gov/doggr/index.html#close>. Website accessed June 12, 2018.

<sup>84</sup> California Department of Conservation. *Mineral Land Classification Map, Aggregate Resources Only, San Fernando Quadrangle*. [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartII/Plate\\_2-17.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartII/Plate_2-17.pdf).

- The generation of excessive ground-borne vibration or ground-borne noise levels.

### 3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *Less Than Significant 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 (dBA). Zero on the dBA scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dBA. In general, an increase of between 3.0 dBA and 5.0 dBA 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 dBA or less are not generally perceptible to persons with average hearing abilities.<sup>85</sup> The implementation of the proposed project will not expose future employees to excessive noise because the use of the proposed development will not be a noise sensitive receptor. In addition, the future tenants will be located in an industrial area that is not adjacent to any residential uses. The proposed use will be required to adhere to all pertinent noise control regulations outlined by the City of San Fernando. As a result, the potential impacts will be less than significant.

In addition, the future tenants will be located in a *Limited Industrial* (M-1) zone and will be required to adhere to all pertinent noise control regulations outlined by the City of San Fernando. The City of San Fernando Municipal Code has established the following noise control standards for development within industrial zones:<sup>86</sup>

- *Industrial Zones:* The maximum permissible ambient noise level shall be no greater than 70 dBA in between the hours of 7:00 AM to 10:00 PM and 70 dBA in between the hours of 10:00 PM to 7:00 AM.
- *Exterior Noise Standards:* It shall be unlawful for any person, at any location within the incorporated area of the city, to create any noise or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured by a sound level meter on any other property, to exceed the permitted ambient noise level more than ten minutes per hour.
- *Interior Noise Standards:* It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed the following:

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<sup>85</sup> Bugliarello, et. al. *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>86</sup> San Fernando, City of. Municipal Code. Chapter 34 Environment, Article II Noise, Sections 34-27 Definitions, 34-29 Exterior Noise Standards, and 34-30 Interior Noise Standards.

- (1) The interior ambient noise level plus five dBA for a cumulative period of more than five minutes in any hour;
- (2) The interior ambient noise level plus ten dBA for a cumulative period of more than one minute in any hour; or,
- (3) The interior ambient noise level plus 15 dBA for any period of time.

In addition, the City has also set the following additional provisions applicable to certain special noise sources:<sup>87</sup>

- *Construction or repair of buildings.* Noise sources associated with construction, repair, remodeling or grading of any real property are allowed up to 70 dBA measured at the property line, provided such activities do not take place between the hours of 6:00 PM and 7:00 AM on weekdays and 6:00 PM and 8:00 AM on Saturdays, or at any time on Sundays or on Federal holidays.
- *Maintenance.* Noise sources associated with the maintenance of real property, provided the activities take place between the hours of 7:00 AM and 6:00 PM on any day except Saturdays, Sundays, or on Federal holidays, or between the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays or on Federal holidays.

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.16, the proposed project is anticipated to generate approximately 390 average daily trips and 39 AM peak hour trips and 42 PM peak hour trips. The existing average daily traffic volumes along the surrounding streets are as little as 5,740 trips per day.<sup>88</sup> Therefore, the proposed project's traffic generation will not result in a doubling of traffic volumes. As a result, less than significant impacts will occur.

*B. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.*

The nearest land uses that may potentially be impacted by ground-borne vibration and noise (primarily from the use of heavy construction equipment) are the nearby single-family residential areas located 150 feet southeast and 540 feet northwest of the project site.

As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one shifts further 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 6.0 dBA

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<sup>87</sup> San Fernando, City of. Municipal Code. Chapter 34 Environment, Article II Noise, Sections 34-31 Exclusions.

<sup>88</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California*. June 18, 2018.



reduction for every doubling of the distance beginning with the initial 50-foot distance. Therefore, the highest noise level to reach the residential neighborhood 150 feet to the southeast of the project site is 77 dBA and the highest noise level to reach the residential neighborhood 540 feet northwest of the project site is 65 dBA. However, construction activities will be in compliance with City noise standards. As previously mentioned, the operation of equipment or the construction of projects is prohibited in between the hours of 6:00 PM and 7:00 AM on weekdays and 6:00 PM and 8:00 AM on Saturdays, or at any time on Sundays or on Federal holidays. Compliance with City noise standards will decrease any potential adverse impacts to the nearby residential neighborhoods. In addition, the proposed project's 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).<sup>89</sup> The potential traffic generation is far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise. As a result, the potential groundborne noise impacts are considered to be less than significant.

### **3.13.3 MITIGATION MEASURES**

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

## **3.14 POPULATION & HOUSING**

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### **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 impact on housing and population if it results in any of the following:

- A substantial growth in the unplanned population within an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure) related to a project; or,
- The displacement of a substantial number of existing people or housing units, necessitating the construction of replacement housing.

### **3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project induce substantial unplanned population growth in an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure related to a project)? • No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

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<sup>89</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

- New development in an area presently undeveloped and economic factors which may influence development;
- Extension of roadways and other transportation facilities;
- Extension of infrastructure and other improvements;
- Major off-site public projects (treatment plants, etc.);
- The removal of housing requiring replacement housing elsewhere;
- Additional population growth leading to increased demand for goods and services; and,
- Short-term growth-inducing impacts related to the project's construction.

According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of San Fernando is projected to add a total of 1,800 new jobs through the year 2040.<sup>90</sup> The number of jobs that will be added within the City as a result of the proposed project will be approximately 142 jobs.<sup>91</sup> As a result, no impacts will occur.

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

As previously mentioned, the project site is currently occupied by a 17,768 square-foot industrial building, two temporary buildings, and surface parking. The proposed project will replace the current industrial uses with an industrial warehouse. No housing units will be displaced as a result of the proposed project's implementation and no impacts will occur.

### **3.14.3 MITIGATION MEASURES**

The analysis of population and housing impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.15 PUBLIC SERVICES**

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### **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 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 impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services*;

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<sup>90</sup> Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

<sup>91</sup> Southern California Association of Governments. *Employment Density Report, Summary Report*. October 31, 2001.

- A substantial adverse physical impact 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 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 impacts 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 impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other *public facilities*.

### 3.15.2 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.*

The City of San Fernando is served by the Los Angeles Fire Department. No fire stations are located within the City limits of San Fernando. Three fire stations are located nearby within the City of Los Angeles. Fire Station 91 is located at 14430 Polk Street in Sylmar, approximately two miles north of the project site; Fire Station 75 is located at 15345 San Fernando Mission Boulevard in Mission Hills, approximately 2.15 miles west of the project site; and Fire Station 98 is located at 13035 Van Nuys Boulevard in Pacoima, approximately 1.05 miles south of the project site.<sup>92</sup> Fire Station 98 is the closest fire station to the project site. Compliance with fire code requirements and the approval of the site plan by the Los Angeles Fire Department will mitigate any potential impacts.

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 and emergency access. The proposed project would only place an incremental demand on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Like all development projects within the City, the proposed project will undergo review by the Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance. Compliance with the above-mentioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant. As a result, the potential impacts will be less than significant.

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<sup>92</sup> Los Angeles, City of. Los Angeles Fire Department. <https://www.lafd.org/fire-stations/station-results?address=san%20fernando>.

- 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 services? • Less Than Significant Impact.*

Law enforcement services are provided by the San Fernando Police Department, which is located approximately 0.35 miles west of the project site. The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed industrial project elements adhere to the City's security requirements, the San Fernando Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review. Adherence to the abovementioned requirement will reduce potential impacts to levels that are 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.*

The City is served by the Los Angeles Unified School District (LAUSD), which serves kindergarten through twelfth grades. No student generation will occur with the operation of the proposed project and as a result, no impacts will occur.

- D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other governmental services? • No Impact.*

No new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, no impacts are anticipated.

### **3.15.3 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on public services. As a result, no mitigation is required.

## **3.16 RECREATION**

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### **3.16.1 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.

### **3.16.2 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? • No Impact.*

The City of San Fernando Recreation and Community Services Department operates seven park facilities to help provide recreational and community services. The project will not result in any development that would potentially increase the demand for public park facilities and services.

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

The proposed project will not result in a direct demand for park facilities. As a result, no changes in the demand for local parks and recreation facilities are anticipated and no impacts are anticipated.

### **3.16.3 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

## **3.17 TRANSPORTATION & CIRCULATION**

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### **3.17.1 THRESHOLDS OF SIGNIFICANCE**

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

- A conflict with a plan, ordinance, or policy establishing measures for addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;
- A conflict or inconsistency with CEQA Guidelines §15064.3 subdivision (b)(1) for a land use project;
- A conflict with or inconsistency with CEQA Guidelines §15064.3 subdivision (b)(2) for a transportation project;



- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
- Results in inadequate emergency access.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.<sup>93</sup> A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six levels of service, as extracted from the manual, are listed in Table 3-5.

**Table 3-5**  
**Level of Service Definitions**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle wait longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

The thresholds of level of service for signalized and unsignalized intersections are shown in Table 3-6. LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

<sup>93</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California*. June 18, 2018.

**Table 3-6**  
**Level of Service Criteria**

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)	Volume to Capacity (V/C) Ratio
A	0 - 10	≤ 10	0 - 0.60
B	> 10 - 15	> 10 – 20	> 0.60 – 0.70
C	> 15 - 25	> 20 – 35	> 0.70 – 0.80
D	> 25 - 35	> 35 – 55	> 0.80 – 0.90
E	> 35-50	> 55 – 80	> 0.90 – 1.00
F	> 50	> 80 or a V/C ration equal to or greater than 1.0	> 1.00

For the study area intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies. While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.<sup>94</sup>

### 3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project cause a conflict with a plan, ordinance, or policy establishing measures of effectiveness addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths? • Less than Significant Impact.*

Major north-south regional access to the site is provided by SR-118 Freeway, Brand Boulevard, Arroyo Street and Park Avenue. Major east-west regional access is provided by I-5 Freeway, 4<sup>th</sup> Street, 5<sup>th</sup> Street and Glenoaks Boulevard. The project will provide two full-access driveways on Park Avenue and one full access driveway on Library Street. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.<sup>95</sup>

- *Park Avenue* is a local north-south street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of Park

<sup>94</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

<sup>95</sup> Ibid.

Avenue at 5<sup>th</sup> Street is controlled by a stop sign placed on Park Avenue while the intersection of Park Avenue at 4<sup>th</sup> Street is controlled by a stop sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on Park Avenue is approximately 2,430 vehicles per day (assuming PM peak hour volume counted on Park Avenue represents approximately ten percent of its average daily traffic volume).

- *4<sup>th</sup> Street* is a collector east-west street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The intersection of 4<sup>th</sup> Street at Brand Boulevard is signalized while the intersection of 4<sup>th</sup> Street at Park Avenue is controlled by a stop sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on 4<sup>th</sup> Street is approximately 8,270 vehicles per day (assuming PM peak hour volume counted on 4<sup>th</sup> Street represents approximately ten percent of its average daily traffic volume).
- *5<sup>th</sup> Street* is a collector east-west street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of 5<sup>th</sup> Street at Park Avenue is controlled by a stop sign placed on Park Avenue while the T-intersection of 5<sup>th</sup> Street at Arroyo Street is controlled by a stop sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on 5<sup>th</sup> Street is approximately 5,740 vehicles per day (assuming PM peak hour volume counted on 5<sup>th</sup> Street represents approximately ten percent of its average daily traffic volume).
- *Arroyo Street* is a local north-south street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of Arroyo Street at 5<sup>th</sup> Street is controlled by a stop sign placed on Arroyo Street while the intersection of Arroyo Street at Glenoaks Boulevard is signalized. Parking is permitted along the sides of the street. The average daily volume on Arroyo Street is approximately 9,260 vehicles per day (assuming PM peak hour volume counted on Arroyo Street represents approximately ten percent of its average daily traffic volume).
- *Brand Boulevard* is an arterial north-south street with one travel lane in each direction plus turn lanes at major intersections in the project vicinity. Directional travel is separated by double-yellow painted stripes along the center. The street is approximately 52 feet wide and posted with a speed limit of 25 miles per hour. Parking is permitted along the sides of the street. The average daily volume on Brand Boulevard is approximately 8,160 vehicles per day (assuming PM peak hour volume counted on Brand Boulevard represents approximately ten percent of its average daily traffic volume). Brand Boulevard provides regional access to I-5 Freeway to the south.
- *Glenoaks Boulevard* is an arterial east-west street with two travel lanes in each direction plus turn lanes at major intersections. Directional travel is separated by double-yellow painted stripes along the center. The street is approximately 74 feet wide and posted with a speed limit

of 40 miles per hour. Parking is permitted along the sides of the street. The average daily volume on Glenoaks Boulevard is approximately 20,360 vehicles per day (assuming PM peak hour volume counted on Glenoaks Boulevard represents approximately ten percent of its average daily traffic volume). Glenoaks Boulevard provides regional access to SR-118 Freeway to the east.

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of May 2018. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday, or Thursday) in a non-holiday school week. It was determined that the following five key intersections would be analyzed in the study:

- Park Avenue and 4<sup>th</sup> Street (Unsignalized)
- Park Avenue and 5<sup>th</sup> Street (Unsignalized)
- Brand Boulevard and 4<sup>th</sup> Street (Signalized)
- Arroyo Street and 5<sup>th</sup> Street (Unsignalized)
- Arroyo Street and Glenoaks Boulevard (Signalized)

Existing lane configurations at the key intersections are shown in Exhibit 3-7. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-8. Year 2018 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized and unsignalized intersections. Table 3-7 presents existing condition intersection level of service (LOS) analysis summary. Based on the results of this analysis, all five study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in Table 3-7.<sup>96</sup>

**Table 3-7**  
**Existing Conditions (2018) Level of Service Summary**

Intersection	Peak Hour	Existing 2018 Conditions	
		LOS	V/C
1. Park Avenue & 4 <sup>th</sup> Street	AM	A	0.517
	PM	A	0.479
2. Park Avenue & 5 <sup>th</sup> Street	AM	A	0.464
	PM	A	0.424
3. Brand Boulevard & 4 <sup>th</sup> Street	AM	A	0.574
	PM	A	0.549
4. Arroyo Street & 5 <sup>th</sup> Street	AM	A	0.432
	PM	A	0.369
5. Arroyo Street & Glenoaks Boulevard	AM	D	0.839
	PM	D	0.869

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

<sup>96</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.



**EXHIBIT 3-7**  
**EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS**  
 SOURCE: CROWN CITY ENGINEERS





**EXHIBIT 3-8**  
**EXISTING 2018 TRAFFIC VOLUMES AT KEY INTERSECTIONS**  
 SOURCE: CROWN CITY ENGINEERS

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2020 base condition (i.e., a factor of 1.02 was applied to 2018 volumes to obtain 2020 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2020 pre-project traffic condition for the AM and PM peak hours. Exhibit 3-9 shows future 2020 pre-project traffic volumes at the study intersections. This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method LOS analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2020 pre-project conditions (without project) are shown in Table 3-8.

**Table 3-8**  
**2019 Pre-Project Future Conditions Level of Service Summary**

Intersection	Peak Hour	Future 2019 Pre-Project Conditions	
		LOS	V/C Delay
1. Park Avenue & 4 <sup>th</sup> Street	AM	A	0.525
	PM	A	0.487
2. Park Avenue & 5 <sup>th</sup> Street	AM	A	0.472
	PM	A	0.431
3. Brand Boulevard & 4 <sup>th</sup> Street	AM	A	0.584
	PM	A	0.560
4. Arroyo Street & 5 <sup>th</sup> Street	AM	A	0.439
	PM	A	0.375
5. Arroyo Street & Glenoaks Boulevard	AM	D	0.855
	PM	D	0.884

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

As the results indicate, all five study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours. In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. The vehicle mix percentages provided for heavy warehouse use in the City of Fontana’s “Truck Trip Generation Study,” August 2003, were used to determine the number of various types of truck trips to be generated. A truck trip is generally equivalent to two or three passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks. Table 3-9 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 390 net one-way PCE trips per average day (195 inbound and 195 outbound). The average weekday net new peak hour PCE trips will be approximately 39 trips during the AM peak hour (31 inbound and 8 outbound), and 42 trips during the PM peak hour (10 inbound and 32 outbound).<sup>97</sup>

<sup>97</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.



**EXHIBIT 3-9**  
**FUTURE 2020 PRE-PROJECT TRAFFIC VOLUMES**  
 SOURCE: CROWN CITY ENGINEERS

**Table 3-9**  
**Trip Generation by Proposed Project**

ITE Code	Size	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			%in	%out	total	%in	%out	total		%in	%out	total	%in	%out	total
150	168,676 square feet	1.74	77%	23%	0.17	27%	73%	0.19	294	22	7	29	9	23	32
Total vehicle trip generation(including passenger car equivalents (PCE))									390	31	8	39	10	32	42

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Exhibit 3-10 depicts the regional trip distribution percentages to and from the site. Exhibit 3-11 depicts project traffic volumes at key circulation locations during the AM and PM peak hours. The 2018 cumulative post-project traffic volumes were estimated by adding project-related traffic volumes to the 2020 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. Exhibit 3-12 shows Year 2020 post-project cumulative volumes for AM and PM peak hours. Year 2020 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2020 post-project cumulative conditions (with project) are summarized in Table 3-10. The results indicate that, all five study intersections will continue to operate at an acceptable level of service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under future cumulative traffic conditions with the project.<sup>98</sup>

**Table 3-10**  
**Future 2020 Level of Service Summary With Project**

Intersection	Peak Hour	Future 2020 With Project	
		LOS	V/C
1. Park Avenue & 4 <sup>th</sup> Street	AM	A	0.532
	PM	A	0.491
2. Park Avenue & 5 <sup>th</sup> Street	AM	A	0.484
	PM	A	0.447
3. Brand Boulevard & 4 <sup>th</sup> Street	AM	A	0.587
	PM	A	0.567
4. Arroyo Street & 5 <sup>th</sup> Street	AM	A	0.450
	PM	A	0.378
5. Arroyo Street & Glenoaks Boulevard	AM	D	0.856
	PM	D	0.885

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

<sup>98</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.



**SOURCE: CROWN CITY ENGINEERS**





**EXHIBIT 3-11**  
**DISTRIBUTION OF PROJECT RELATED TRIPS**  
 SOURCE: CROWN CITY ENGINEERS



**EXHIBIT 3-12**  
**FUTURE 2020 POST-PROJECT CUMULATIVE TRAFFIC**  
**VOLUMES**

SOURCE: CROWN CITY ENGINEERS

The project's off-site traffic impact would not be considered significant at any of these intersections based on volume to capacity ratio and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is considered deficient and unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F.<sup>99</sup>

The LOS, V/C ratio (or ICU) for the study intersections under 2020 cumulative conditions (with project as well as without project) are summarized in Table 3-11 to compare the project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts. Therefore, the project is not expected to significantly impact traffic conditions at any of the key intersections in the vicinity. Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site mitigation measures would be necessary for the development of this project.

**Table 3-11**  
**Future 2020 Level of Service Summary With and Without Project**

Intersection	Peak Hour	Future 2020 Conditions				Increase in V/C by Project
		Without Project		With Project		
		LOS	V/C (Delay)	LOS	V/C (Delay)	
1. Park Avenue & 4 <sup>th</sup> Street	AM	A	0.525	A	0.532	0.007
	PM	A	0.487	A	0.491	0.004
2. Park Avenue & 5 <sup>th</sup> Street	AM	A	0.472	A	0.484	0.012
	PM	A	0.431	A	0.447	0.016
3. Brand Boulevard & 4 <sup>th</sup> Street	AM	A	0.584	A	0.587	0.003
	PM	A	0.560	A	0.567	0.007
4. Arroyo Street & 5 <sup>th</sup> Street	AM	A	0.439	A	0.450	0.011
	PM	A	0.375	A	0.378	0.003
5. Arroyo Street & Glenoaks Boulevard	AM	D	0.855	D	0.856	0.001
	PM	D	0.884	D	0.885	0.001

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

Adequate parking spaces will be provided on-site for the proposed project in accordance with the parking code requirements of the City of San Fernando. The City's parking code requires one parking space per 750 square feet of warehouse facilities up to 72,000 square feet of floor area and one parking space per 1,000 square feet for the floor area beyond 72,000 square feet. For office uses, the code requires one parking space per 300 square feet. Therefore, the project's 159,156 square feet of warehouse uses, 183 spaces will be required (i.e.,  $72,000 / 750 + 87,156 / 1,000 = 96 + 87 = 183$ ). The 9,520 square feet of office uses an additional 32 parking spaces will be required (i.e.,  $9,520 / 300 = 32$ ). The total parking requirement for the project will be 215 spaces (i.e.,  $183 + 32 = 215$ ) per City's parking code. The project's site plan shows that surface parking will consist of a total of 215 marked parking

<sup>99</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

spaces to be provided in the front and back side of the warehouse building. Therefore, the project's parking requirement will be adequately satisfied. Based on the results of the traffic impact analysis, the proposed project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project-related impacts as defined in the City's Traffic Study Guidelines.<sup>100</sup> Therefore, no off-site mitigation measures are required and the impacts are considered to be less than significant.

*B. For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)? • No Impact.*

The City of San Fernando is included in the Los Angeles County Congestion Management Program (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP requires that intersections which are designated as being "CMP intersections" be analyzed under the County's CMP criteria if a future project generates 50 or more peak hour trips on a CMP-designated facility. The project will not generate more than 50 peak hour trips. Since the project will not generate more than 50 peak hour trips, a separate CMP analysis is not required. Therefore, no impacts to CMP intersections will result with the implementation of the proposed project.

*C. For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)? • No Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The proposed use will occupy a site that is currently occupied by industrial uses. Since the project is an infill development, no impacts will occur.

*D. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.*

The project will provide two 28-foot full-access driveways along Park Avenue and one 40-foot full-access driveway along Library Street. The two driveways on Park Avenue will be restricted for passenger cars only. The driveway on Library Street will provide full access for both trucks and passenger cars. This driveway will provide trucks direct access to the truck loading docks on the south side of the new industrial building. Exhibit 3-13 shows total project traffic at the driveways. A maximum of eight vehicles (passenger car equivalent) will enter the site during the peak hour through the northerly driveway on Park Avenue from the north by making a left-turn movement.

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<sup>100</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.





### EXHIBIT 3-13 PROJECT TRAFFIC AT DRIVEWAYS

SOURCE: CITY OF SAN FERNANDO



A maximum of four vehicles (passenger car equivalent) will exit the site during the peak hour through this driveway to travel south by making a left-turn movement. Similarly, a maximum of four vehicles (passenger car equivalent) will enter the site during the peak hour from the south by making a right-turn movement through the southerly driveway. A maximum of eight vehicles (passenger car equivalent) will exit the site during the peak hour through each driveway to travel north by making a right-turn movement.<sup>101</sup> Considering existing low traffic volumes on the surrounding roadways, the ingress/egress of trucks at the project driveways will not be impacted.

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

The proposed project would not impede emergency access to any neighboring properties during construction. At no time will the surrounding roadways be closed to traffic during the project's construction. The Los Angeles County Fire Department will review the on-site circulation to ensure that sufficient emergency access and clearance is provided. As a result, no impacts related to emergency access will occur.

### **3.17.3 CUMULATIVE IMPACTS**

Per City's records, there are two other related projects located within the one and one-half mile radius of the project that will contribute to cumulative traffic volumes with the development of this project. The locations of these related projects are shown in Exhibit 3-14.

Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 10<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. For warehouse uses, vehicle trips were calculated in terms of passenger car equivalents (PCE) by using vehicle mix percentages provided for warehouse uses in the City of Fontana's "Truck Trip Generation Study," August 2003. A truck trip is generally equivalent to two or three passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

Table 3-12 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 38 PCE trips per average day (19 inbound and 19 outbound). The average weekday net new peak hour trips will be approximately four PCE trips during the AM peak hour (three inbound and one outbound), and four PCE trips during the PM peak hour (one inbound and three outbound). Exhibit 3-14 also shows related projects' trips distributed at the study intersections. The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2020 pre-project traffic condition for the AM and PM peak hours. Exhibit 3-15 shows future 2020 pre-project traffic volumes at the study intersections.

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<sup>101</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.



**EXHIBIT 3-14**  
**RELATED PROJECT LOCATIONS AND DISTRIBUTION OF TRIPS**  
 SOURCE: CITY OF SAN FERNANDO



**EXHIBIT 3-15**  
**FUTURE 2020 PRE-PROJECT TRAFFIC VOLUMES**  
 SOURCE: CITY OF SAN FERNANDO

This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2020 pre-project conditions (without project) are shown in Table 3-13.

**Table 3-12**  
**Trip Generation by Related Projects**

Related Projects	Average Traffic Volume					
	AM Peak Hour			PM Peak Hour		
	in	out	total	in	out	total
1. 655 4th St., San Fernando, CA – New 12,300 square feet Industrial Warehouse	2	1	3	1	2	3
2. 660 Arroyo St., San Fernando, CA – Addition of 4,309 square feet Industrial Warehouse	1	0	1	0	1	1
<b>Total vehicle trip generation</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

**Table 3-13**  
**2019 Pre-Project Future Conditions Level of Service Summary**

Intersection	Peak Hour	Future 2019 Pre-Project Conditions	
		LOS	V/C Delay
1. Park Avenue & 4 <sup>th</sup> Street	AM PM	A A	0.525 0.487
2. Park Avenue & 5 <sup>th</sup> Street	AM PM	A A	0.472 0.431
3. Brand Boulevard & 4 <sup>th</sup> Street	AM PM	A A	0.584 0.560
4. Arroyo Street & 5 <sup>th</sup> Street	AM PM	A A	0.439 0.375
5. Arroyo Street & Glenoaks Boulevard	AM PM	D D	0.855 0.884

Source: Crown City Engineers. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

As the results indicate, all five study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours. Based on the results of the traffic impact analysis, the proposed project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site mitigation measures would be necessary for the development of this project.<sup>102</sup>

<sup>102</sup> Crown City Engineers, Inc. *Traffic Impact Study, San Fernando Industrial Warehouse, 510 Park Avenue, San Fernando, California.* June 18, 2018.

### **3.17.4 MITIGATION MEASURES**

The analysis determined that no significant traffic and circulation impacts would result from the proposed project's implementation. As a result, no mitigation is required.

## **3.18 TRIBAL CULTURAL RESOURCES**

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### **3.18.1 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 tribal cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,
- A substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

### **3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? • Less Than Significant Impact with Mitigation.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In



applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrieleño-Kizh. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the removal of the existing foundations and the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

*B. Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? • Less Than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Kizh and it was determined that the site may be situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has

been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

### **3.18.3 MITIGATION MEASURES**

Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

*Mitigation Measure No. 11 (Tribal Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

## **3.19 UTILITIES & SERVICE SYSTEMS**

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### **3.19.1 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:

- The relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts;
- Insufficient water supplies to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years;
- 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 generation of solid waste in excess of State or local standards or in excess of the capacity of local infrastructure;
- A negative impact on the provision of solid waste services or impair the attainment of solid waste reduction goals; or,

- Compliance with Federal, State, and local management and reduction statutes and regulations related to solid waste.

### 3.19.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.*

The wastewater generated within the City is conveyed to the Hyperion Treatment Plant.<sup>103</sup> The Hyperion Treatment Plant is located at 12000 Vista Del Mar in Playa Del Rey, California. The plant has been operating since 1894. In 1950, the Hyperion Water Reclamation Plant opened a full secondary treatment system and biosolids processing to produce a heat-dried fertilizer. It was among the first facilities in the world to capture energy from biogas by operating anaerobic digesters, which have yielded a fuel gas by-product for over 50 years. On average 275 million gallons of wastewater enters the Hyperion Water Reclamation Plant on a dry weather day with a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD. The plant has a capacity of 1,000 MGD.<sup>104</sup> As indicated in Table 3-14, the future development is projected to generate 4,217 gallons of effluent on a daily basis which is well under the capacity of the Hyperion Water Reclamation Plant.<sup>105</sup>

**Table 3-14**  
**Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Warehouse	17,768 square feet	0.03 gals/day/sq. ft	4,216.9 gals/day
Total Consumption			4,216.9 gals/day

Source: Blodgett Baylosis Environmental Planning.

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project. The existing sewer lines will continue to serve the project site. As a result, the impacts are expected to be less than significant.

- B. *Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact.*

The City of San Fernando is one of 14 retail water agencies served by the Metropolitan Water District of Southern California (MWD) and receives imported water to supplement its groundwater supplies on an

<sup>103</sup> San Fernando, City of. 2015 Urban Water Management Plan, City of San Fernando. June 2016.

<sup>104</sup> Los Angeles, City of. LA Sanitation. Hyperion Water Reclamation Plant.

<sup>105</sup> The utility calculations are included in Appendix C.

as-needed basis only. Typically, the City has been able to meet 100% of its demand from its groundwater wells. Occasionally, the City experiences high water demand which causes the City to purchase imported water. The City receives imported water from MWD on an as-needed basis for emergency purposes to meet federal and state standards. MWD is committed to developing and maintaining high-capacity storage reservoirs, such as Diamond Valley Lake, to meet the needs of the region during times of drought and emergency. In addition, MWD operates several additional storage reservoirs in Riverside, San Bernardino, and San Diego Counties to store water obtained from the State Water Project (SWP) and the Colorado River Aqueduct (CRA).<sup>106</sup> Table 3-15 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 7,590 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand.

**Table 3-15**  
**Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Warehouse	17,768 square feet	0.05 gals/day/sq.ft	7,590.4 gals/day
Total Consumption			7,590.4 gals/day

Source: Blodgett Baylosis Environmental Planning.

The proposed project will not require any upgrading of existing off-site facilities or the construction of new off-site facilities. As a result, the impacts will be less than significant.

*C. Would the project result in a determination by the wastewater treatment provider, which 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? • No Impact.*

On average 275 million gallons of wastewater enters the Hyperion Water Reclamation Plant on a dry weather day with a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD. The plant has a capacity of 1,000 MGD.<sup>107</sup> As indicated in Table 3-14, the future development is projected to generate 4,217 gallons of effluent on a daily basis which is well under the capacity of the Hyperion Water Reclamation Plant.<sup>108</sup> No increase in wastewater treatment capacity and/or water supply commitments is required to accommodate the proposed project.

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project. The existing sewer lines will continue to serve the project site. As a result, no impacts will occur.

<sup>106</sup> San Fernando, City of. 2015 Urban Water Management Plan, City of San Fernando. June 2016.

<sup>107</sup> Los Angeles, City of. LA Sanitation. Hyperion Water Reclamation Plant.

<sup>108</sup> The utility calculations are included in Appendix C.

*D. Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure? • Less than Significant Impact.*

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.<sup>109</sup> The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, Palos Verdes, and Mission Canyon landfills. Local municipal solid waste collection services are currently provided by Republic Services. As indicated in Table 3-16, the future daily solid waste generation is projected to be 1,506 pounds per day.

**Table 3-16**  
**Solid Waste Generation (pounds/day)**

Use	Unit	Factor	Generation
Warehouse	17,768 square feet	8.93 lbs/day/1,000 sq. ft.	1,506.3 lbs/day
Total Generation			1,506.3 lbs/day

Source: Blodgett Baylosis Environmental Planning.

The proposed project will contribute a limited amount to the waste stream. As a result, no impacts on solid waste generation are anticipated. The proposed project will not require any upgrading of existing solid waste collection and/or disposal services. Due to the nature of the proposed project, minimal amounts of solid waste will be produced and the impacts will be less than significant.

*E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? • No Impact.*

As indicated in Table 3-16, the future daily solid waste generation is projected to be 1,506 pounds per day. The proposed project, like all other development in San Fernando, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

*F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.*

The proposed project, like all other development in San Fernando, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

<sup>109</sup> Los Angeles County Sanitation Districts. *Solid Waste Facilities*. <http://www.lacsd.org/solidwaste/swfacilities/default.asp>.



### 3.19.3 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## 3.20 WILDFIRES

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### 3.20.1 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 if it results in any of the following located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

- Impairment of an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbation of wildfire risks, and thereby exposure to project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- The requirement of the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or,
- Exposure of people or structures to significant risks, including down slope of downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes.

### 3.20.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The proposed project involves the construction and operation of a warehouse building within a 7.66-acre parcel within an industrial area of the City of San Fernando. The proposed project site is located within an urbanized area and no areas containing natural fire climax vegetation is located near the project site. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes. As a result, no impacts will occur.

*B. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. In addition, the proposed industrial warehouse will replace a developed industrial site and will therefore not change the nature of the project site. As a result, no impacts will occur.

- C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* • *No Impact.*

The proposed industrial warehouse will replace a developed industrial site and will therefore not change the nature of the project site. There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. As a result, no impacts will occur.

- D. *Would the project expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* • *No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. In addition, the project site and the surrounding area is level and completely developed. As a result, no impacts will occur.

### **3.20.3 MITIGATION MEASURES**

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

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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 proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.



## SECTION 4 CONCLUSIONS

### 4.1 FINDINGS

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The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

### 4.2 MITIGATION MONITORING

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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 or 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.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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## SECTION 5 REFERENCES

### 5.1 PREPARERS

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### 5.2 REFERENCES

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## **MITIGATION MONITORING AND REPORTING PROGRAM**

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## MITIGATION MONITORING AND REPORTING PROGRAM

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**CITY OF SAN FERNANDO  
PARK AVENUE INDUSTRIAL DEVELOPMENT  
510 PARK AVENUE**



**LEAD AGENCY:**

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**JUNE 27, 2018**

SANF 030

MITIGATION MONITORING AND REPORTING PROGRAM  
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## 1. OVERVIEW OF THE PROJECT

The proposed project involves the construction of a warehouse building within a 7.66-acre parcel within the City of San Fernando. The proposed project will involve the construction of a new warehouse building with a total floor area of 168,676 square feet. Of that total, 6,277 square feet will be dedicated to the first floor office and 3,243 square feet will be dedicated to the second floor office. The remaining 159,156 square feet will be dedicated to the warehouse. A total of 207 parking spaces will be provided. Access to the site will be granted by three driveways. Two of the driveways will be located along Park Avenue and the third driveway will be accessible through Library Street, located to the south of the proposed project. In addition, the proposed project will provide a total of 48,883 square feet of landscaping.

## 2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The attached Initial Study prepared for the proposed project indicated that the proposed project will not result in significant environmental impacts upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

## 3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,



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- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

#### 4. MITIGATION MEASURES

The following mitigation measure is required in order to minimize the potential light trespass impacts to the greatest extent possible:

*Mitigation Measure No. 1 (Aesthetics).* The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking areas, buildings, and security as a means to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

In order to ensure that all construction staging occurs on-site and that the proposed project does not cause off-site particulate emissions, the following mitigation is required:

*Mitigation Measure No. 2 (Air Quality).* The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity. The construction and staging plan must establish an on-site construction equipment staging area and construction worker parking lot, located on either paved surfaces or unpaved surfaces subjected to soil stabilization treatments.

The analysis determined that the following mitigation would be required:

*Mitigation Measure No. 3 (Energy).* The Applicant must install ENERGY STAR appliances wherever appliances are installed.

*Mitigation Measure No. 4 (Energy).* The Applicant shall install ENERGY STAR rated light emitting diodes (LEDs) for outdoor and parking lot lighting.

*Mitigation Measure No. 5 (Energy).* The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when frequently turned off.

*Mitigation Measure No. 6 (Energy).* All security lighting must be motion sensor controlled. This will prevent the continuous use of lighting.

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The following mitigation is required to address potential impacts regarding a release of hazardous materials:

*Mitigation Measure No. 7 (Hazards & Hazardous Materials).* An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

*Mitigation Measure No. 8 (Hazards & Hazardous Materials).* The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated.

*Mitigation Measure No. 9 (Hydrology & Water Quality).* Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

*Mitigation Measure No. 10 (Hydrology & Water Quality).* The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

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Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

*Mitigation Measure No. 11 (Tribal Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

## 5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified below in Table 1.

TABLE 1 MITIGATION-MONITORING PROGRAM			
Measure	Enforcement Agency	Monitoring Phase	Verification
<b>Mitigation Measure No. 1 (Aesthetics).</b> The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking areas, buildings, and security as a means to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.	Planning Manager and the Chief Building Official • (The Applicant is responsible for implementation)	During the project's construction phase. • Mitigation ends when construction is completed.	Date:  Name & Title:
<b>Mitigation Measure No. 2 (Air Quality).</b> The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity. The construction and staging plan must establish an on-site construction equipment staging area and construction worker parking lot, located on either paved surfaces or unpaved surfaces subjected to soil stabilization treatments.	Planning Manager and the Chief Building Official • (The Applicant is responsible for implementation)	Prior to the start of any construction related activities. • Mitigation ends upon the submittal and approval of the construction and staging plan.	Date:  Name & Title:
<b>Mitigation Measure No. 3 (Energy).</b> The Applicant must install ENERGY STAR appliances wherever appliances are installed.	Planning Manager and the Chief Building Official • (Applicant is responsible for implementation)	Prior to the issuance of building permits. • Mitigation ends when construction is completed.	Date:  Name & Title:



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Mitigation Measure No. 4 (Energy). The Applicant shall install ENERGY STAR rated light emitting diodes (LEDs) for outdoor and parking lot lighting.	Planning Manager and the Chief Building Official • (Applicant is responsible for implementation)	Prior to the issuance of a Certificate of Occupancy. • Mitigation ends when construction is completed.	Date:  Name & Title:
Mitigation Measure No. 5 (Energy). The Applicant must install ENERGY STAR rated Compact Florescent Lights (CFLs) in all indoor areas that require continuous lighting. CFLs should not be used in rooms or areas that are subject to frequent on/off cycling, as the lifespan of CFLs diminishes when frequently turned off.	Planning Manager and the Chief Building Official • (Applicant is responsible for implementation)	Prior to the issuance of a Certificate of Occupancy. • Mitigation ends when construction is completed.	Date:  Name & Title:
Mitigation Measure No. 6 (Energy). All security lighting must be motion sensor controlled. This will prevent the continuous use of lighting.	Planning Manager and the Chief Building Official • (Applicant is responsible for implementation)	Prior to the issuance of a Certificate of Occupancy. • Mitigation ends when construction is completed.	Date:  Name & Title:
Mitigation Measure No. 7 (Hazards & Hazardous Materials). An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an Asbestos Operations and Maintenance Program should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.	Planning Manager and the Chief Building Official • (The Applicant is responsible for implementation)	Prior to demolition of existing buildings. • Mitigation ends when surveys are complete.	Date:  Name & Title:
Mitigation Measure No. 8 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.	Planning Manager and the Chief Building Official • (The Applicant is responsible for implementation)	Prior to the issuance of any building permits • Mitigation ends at the completion of the construction phase.	Date:  Name & Title:

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION  
PARK AVENUE INDUSTRIAL DEVELOPMENT • 510 PARK AVENUE • CITY OF SAN FERNANDO

MITIGATION MONITORING AND REPORTING PROGRAM  
LAKELAND APARTMENTS • CITY OF SANTA FE SPRINGS

<p><b>Mitigation Measure No. 9 (Hydrology &amp; Water Quality).</b> Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.</p>	<p>Planning Manager, City Engineer, and the Chief Building Official</p> <p>•</p> <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to issuance of a grading permit.</i></p> <p>•</p> <p>Mitigation ends upon the submittal and approval of the NOI, and WDID notification or other proof of filing.</p>	<p>Date:</p> <p>Name &amp; Title:</p>
<p><b>Mitigation Measure No. 10 (Hydrology &amp; Water Quality).</b> The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.</p>	<p>Planning Manager, City Engineer, and the Chief Building Official</p> <p>•</p> <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to issuance of a grading permit.</i></p> <p>•</p> <p>Mitigation ends upon the submittal and approval of the SWPPP.</p>	<p>Date:</p> <p>Name &amp; Title:</p>
<p><b>Mitigation Measure No. 11 (Tribal Cultural Resources).</b> The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.</p>	<p>Planning Manager and the Los Angeles County Natural History Museum (LACNHM)</p> <p>•</p> <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to the start of any construction related activities.</i></p> <p>•</p> <p>Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).</p>	<p>Date:</p> <p>Name &amp; Title:</p>





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## **APPENDICES**

**APPENDIX A – AIR QUALITY WORKSHEETS**

**APPENDIX B – TRAFFIC IMPACT STUDY**

**APPENDIX C – UTILITIES CALCULATIONS**

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## **APPENDIX A - AIR QUALITY WORKSHEETS**

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Park Ave Industrial - South Coast AQMD Air District, Summer

**Park Ave Industrial**  
 South Coast AQMD Air District, Summer

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	168.68	1000sqft	7.56	168,676.00	0

### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (mis)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -  
 Land Use - Per Site Plan  
 Construction Phase - Per ISMND  
 Demolition -  
 Construction Off-road Equipment Mitigation -  
 Area Mitigation -  
 Water Mitigation -



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Park Ave Industrial - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	230.00	109.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	3/23/2020	12/31/2019
tblConstructionPhase	PhaseEndDate	1/27/2020	9/30/2019
tblConstructionPhase	PhaseEndDate	1/28/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	3/11/2019	4/30/2019
tblConstructionPhase	PhaseEndDate	2/24/2020	10/31/2019
tblConstructionPhase	PhaseEndDate	2/11/2019	2/28/2019
tblConstructionPhase	PhaseStartDate	2/25/2020	11/1/2019
tblConstructionPhase	PhaseStartDate	3/12/2019	5/1/2019
tblConstructionPhase	PhaseStartDate	2/12/2019	3/1/2019
tblConstructionPhase	PhaseStartDate	1/28/2020	10/1/2019
tblConstructionPhase	PhaseStartDate	1/29/2019	2/1/2019
tblGrading	AcresOfGrading	21.50	10.00
tblLandUse	LotAcreage	3.87	7.88

2.0 Emissions Summary

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Park Ave Industrial - South Coast AQMD Air District, Summer

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2019	36.6984	45.6341	22.9303	0.0433	18.2675	2.3919	20.6594	9.9840	2.2006	12.1846	0.0000	4,292.274	4,292.274	1.1983	0.0000	4,319.467
Maximum	36.6984	45.6341	22.9303	0.0433	18.2675	2.3919	20.6594	9.9840	2.2006	12.1846	0.0000	4,292.274	4,292.274	1.1983	0.0000	4,319.467

### Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2019	36.6984	45.6341	22.9303	0.0433	7.2470	2.3919	9.6390	3.9253	2.2006	6.1259	0.0000	4,292.274	4,292.274	1.1983	0.0000	4,319.467
Maximum	36.6984	45.6341	22.9303	0.0433	7.2470	2.3919	9.6390	3.9253	2.2006	6.1259	0.0000	4,292.274	4,292.274	1.1983	0.0000	4,319.467

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	0.00	0.00	0.00	0.00	60.33	0.00	53.34	60.67	0.00	45.72	0.00	0.00	0.00	0.00	0.00	0.00

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Park Ave Industrial - South Coast AQMD Air District, Summer

**2.2 Overall Operational  
 Unmitigated Operational**

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area	3.7698	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		5.0000e-005	6.0000e-005		0.0369	0.0369	1.0000e-004		0.0394
Energy	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003		47.3000	47.3000	9.1000e-004	8.7000e-004	47.5810
Mobile	0.6366	3.3438	9.4051	0.0326	2.5823	0.0319	2.6142	0.6910	0.0300	0.7210		3.331448	3.331448	0.1606		3.335464
												4	4			0
<b>Total</b>	<b>4.4108</b>	<b>3.3834</b>	<b>9.4555</b>	<b>0.0330</b>	<b>2.5823</b>	<b>0.0350</b>	<b>2.6173</b>	<b>0.6910</b>	<b>0.0330</b>	<b>0.7240</b>		<b>3.378785</b>	<b>3.378785</b>	<b>0.1616</b>	<b>8.7000e-004</b>	<b>3.383.064</b>
												3	3			4

**Mitigated Operational**

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area	3.7698	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		5.0000e-005	6.0000e-005		0.0369	0.0369	1.0000e-004		0.0394
Energy	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003		47.3000	47.3000	9.1000e-004	8.7000e-004	47.5810
Mobile	0.6366	3.3438	9.4051	0.0326	2.5823	0.0319	2.6142	0.6910	0.0300	0.7210		3.331448	3.331448	0.1606		3.335464
												4	4			0
<b>Total</b>	<b>4.4108</b>	<b>3.3834</b>	<b>9.4555</b>	<b>0.0330</b>	<b>2.5823</b>	<b>0.0350</b>	<b>2.6173</b>	<b>0.6910</b>	<b>0.0330</b>	<b>0.7240</b>		<b>3.378785</b>	<b>3.378785</b>	<b>0.1616</b>	<b>8.7000e-004</b>	<b>3.383.064</b>
												3	3			4

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Park Ave Industrial - South Coast AQMD Air District, Summer

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Percent Reduction															

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/31/2019	5	23	
2	Site Preparation	Site Preparation	2/1/2019	2/28/2019	5	20	
3	Grading	Grading	3/1/2019	4/30/2019	5	43	
4	Building Construction	Building Construction	5/1/2019	9/30/2019	5	109	
5	Paving	Paving	10/1/2019	10/31/2019	5	23	
6	Architectural Coating	Architectural Coating	11/1/2019	12/31/2019	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 253,014; Non-Residential Outdoor: 84,338; Striped Parking Area: 0  
(Architectural Coating – sqft)

OffRoad Equipment



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Park Ave Industrial - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	156	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	156	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT



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Park Ave Industrial - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	81.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT
Building Construction	9	71.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bldg CO2	NB/c CO2	Total CO2	CH4	N2O	CO2e
b/day																
Fugitive Dust					0.7604	0.0000	0.7604	0.1151	0.0000	0.1151			0.0000			0.0000
Off-Road	3.5134	35.7630	22.6600	0.0388		1.7949	1.7949	1.6697	1.6697	1.6697		3.816.899	3,816.899	1.0618		3,843.445
												4	4			1
Total	3.5134	35.7630	22.6600	0.0388	0.7604	1.7949	2.5553	0.1151	1.6697	1.7848		3,816.899	3,816.899	1.0618		3,843.445
												4	4			1

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### 3.2 Demolition - 2019

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0289	1.0253	0.1962	2.7600e-003	0.0615	3.8000e-003	0.0653	0.0169	3.6400e-003	0.0205		298.2268	298.2268	0.0203		298.7365
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2889
<b>Total</b>	<b>0.1024</b>	<b>1.0764</b>	<b>0.8702</b>	<b>4.5400e-003</b>	<b>0.2292</b>	<b>5.1000e-003</b>	<b>0.2343</b>	<b>0.0613</b>	<b>4.8400e-003</b>	<b>0.0662</b>		<b>475.3753</b>	<b>475.3753</b>	<b>0.0259</b>		<b>476.0224</b>

#### Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.2966	0.0000	0.2966	0.0449	0.0000	0.0449			0.0000			0.0000
Off-Road	3.5134	35.7630	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3.816.8994	3.816.8994	1.0616		3.843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7630</b>	<b>22.0600</b>	<b>0.0388</b>	<b>0.2966</b>	<b>1.7949</b>	<b>2.0915</b>	<b>0.0449</b>	<b>1.6697</b>	<b>1.7146</b>		<b>3.816.8994</b>	<b>3.816.8994</b>	<b>1.0616</b>		<b>3.843.4451</b>

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### 3.2 Demolition - 2019

#### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0289	1.0253	0.1962	2.7600e-003	0.0615	3.8000e-003	0.0653	0.0169	3.6400e-003	0.0205		298.2269	298.2269	0.0203		258.7365
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.8740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.1024</b>	<b>1.0764</b>	<b>0.8702</b>	<b>4.5400e-003</b>	<b>0.2292</b>	<b>5.1000e-003</b>	<b>0.2343</b>	<b>0.0613</b>	<b>4.8400e-003</b>	<b>0.0662</b>		<b>475.3753</b>	<b>475.3753</b>	<b>0.0258</b>		<b>475.0224</b>

### 3.3 Site Preparation - 2019

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.6727	22.0030	0.0360		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
<b>Total</b>	<b>4.3350</b>	<b>45.6727</b>	<b>22.0030</b>	<b>0.0360</b>	<b>18.0663</b>	<b>2.3904</b>	<b>20.4566</b>	<b>9.9307</b>	<b>2.1991</b>	<b>12.1298</b>		<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,796.2445</b>

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Park Ave Industrial - South Coast AQMD Air District, Summer

**3.3 Site Preparation - 2019**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0882	0.0613	0.8688	2.1400e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		212.5780	212.5780	6.6500e-003		212.7442
<b>Total</b>	<b>0.0882</b>	<b>0.0613</b>	<b>0.8688</b>	<b>2.1400e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>212.5780</b>	<b>212.5780</b>	<b>6.6500e-003</b>		<b>212.7442</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.3350	45.8727	22.0630	0.0360		2.3904	2.3904		2.1981	2.1981	0.0000	3,766.4529	3,766.4529	1.1917		3,766.2445
<b>Total</b>	<b>4.3350</b>	<b>45.8727</b>	<b>22.0630</b>	<b>0.0360</b>	<b>7.0458</b>	<b>2.3904</b>	<b>9.4362</b>	<b>3.8730</b>	<b>2.1981</b>	<b>6.0711</b>	<b>0.0000</b>	<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,766.2445</b>



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### 3.3 Site Preparation - 2019

#### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Exs. CO2	NEIs CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0882	0.0613	0.8088	2.1400e-003	0.2012	1.5700e-003	0.2028	0.0534	1.4400e-003	0.0548		212.5780	212.5780	6.6500e-003		212.7442
<b>Total</b>	<b>0.0882</b>	<b>0.0613</b>	<b>0.8088</b>	<b>2.1400e-003</b>	<b>0.2012</b>	<b>1.5700e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.4400e-003</b>	<b>0.0548</b>		<b>212.5780</b>	<b>212.5780</b>	<b>6.6500e-003</b>		<b>212.7442</b>

### 3.4 Grading - 2019

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Exs. CO2	NEIs CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					6.2687	0.0000	6.2687	3.3369	0.0000	3.3369			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2034	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.806	2,936.806	0.9292		2,960.036
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2034</b>	<b>0.0297</b>	<b>6.2687</b>	<b>1.3974</b>	<b>7.6661</b>	<b>3.3369</b>	<b>1.2856</b>	<b>4.6224</b>		<b>2,936.806</b>	<b>2,936.806</b>	<b>0.9292</b>		<b>2,960.036</b>



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Park Ave Industrial - South Coast AQMD Air District, Summer

**3.4 Grading - 2019**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					2.4448	0.0000	2.4448	1.3014	0.0000	1.3014			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2934</b>	<b>0.0297</b>	<b>2.4448</b>	<b>1.3974</b>	<b>3.8422</b>	<b>1.3014</b>	<b>1.2856</b>	<b>2.5869</b>	<b>0.0000</b>	<b>2,936.8068</b>	<b>2,936.8068</b>	<b>0.9292</b>		<b>2,960.0361</b>

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Park Ave Industrial - South Coast AQMD Air District, Summer

### 3.4 Grading - 2019

#### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bt-CO2	MB-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

### 3.5 Building Construction - 2019

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bt-CO2	MB-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.3612	21.0768	17.1638	0.0266		1.2899	1.2899		1.2127	1.2127		2.591580	2.591580	0.6313		2.607363
<b>Total</b>	<b>2.3612</b>	<b>21.0768</b>	<b>17.1638</b>	<b>0.0266</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>		<b>2.591580</b>	<b>2.591580</b>	<b>0.6313</b>		<b>2.607363</b>

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**3.5 Building Construction - 2019**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1080	3.2039	0.7745	7.2500e-003	0.1792	0.0212	0.2004	0.0516	0.0203	0.0719		773.4152	773.4152	0.0512		774.6945
Worker	0.3477	0.2420	3.1903	8.4200e-003	0.7936	6.1000e-003	0.7998	0.2105	5.5900e-003	0.2162		838.5022	838.5022	0.0262		839.1578
<b>Total</b>	<b>0.4557</b>	<b>3.4468</b>	<b>3.9648</b>	<b>0.0157</b>	<b>0.9728</b>	<b>0.0274</b>	<b>1.0002</b>	<b>0.2621</b>	<b>0.0250</b>	<b>0.2881</b>		<b>1,611.917</b>	<b>1,611.917</b>	<b>0.0774</b>		<b>1,613.852</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.3612	21.0768	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580	2,591.580	0.6313		2,607.363
<b>Total</b>	<b>2.3612</b>	<b>21.0768</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>	<b>0.0000</b>	<b>2,591.580</b>	<b>2,591.580</b>	<b>0.6313</b>		<b>2,607.363</b>

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**3.5 Building Construction - 2019**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1080	3.2039	0.7745	7.2600e-003	0.1792	0.0212	0.2004	0.0516	0.0203	0.0719		773.4152	773.4152	0.0512		774.6945
Worker	0.3477	0.2420	3.1903	8.4200e-003	0.7936	6.1800e-003	0.7998	0.2105	5.6900e-003	0.2162		838.5022	838.5022	0.0262		839.1578
<b>Total</b>	<b>0.4557</b>	<b>3.4468</b>	<b>3.9648</b>	<b>0.0157</b>	<b>0.9728</b>	<b>0.0274</b>	<b>1.0002</b>	<b>0.2621</b>	<b>0.0260</b>	<b>0.2881</b>		<b>1,611.9174</b>	<b>1,611.9174</b>	<b>0.0774</b>		<b>1,613.8523</b>

**3.6 Paving - 2019**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>15.2441</b>	<b>14.6648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>		<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>



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### 3.6 Paving - 2019

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.5740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2889
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.5740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2889</b>

#### Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.4544	15.3441	14.8648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4544</b>	<b>15.3441</b>	<b>14.8648</b>	<b>0.0228</b>		<b>0.8246</b>	<b>0.8246</b>		<b>0.7586</b>	<b>0.7586</b>	<b>0.0000</b>	<b>2,257.0025</b>	<b>2,257.0025</b>	<b>0.7141</b>		<b>2,274.8548</b>



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### 3.6 Paving - 2019

#### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Net Bio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.5740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457	177.1484	177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.5740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>	<b>177.1484</b>	<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

### 3.7 Architectural Coating - 2019

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Net Bio-CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	36.3634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8364	1.8413	2.5700e-003		0.1268	0.1268		0.1268	0.1268	281.4481	281.4481	281.4481	0.0236		282.0423
<b>Total</b>	<b>36.6298</b>	<b>1.8364</b>	<b>1.8413</b>	<b>2.5700e-003</b>		<b>0.1268</b>	<b>0.1268</b>		<b>0.1268</b>	<b>0.1268</b>	<b>281.4481</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0236</b>		<b>282.0423</b>

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**3.7 Architectural Coating - 2019**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0477	0.8291	1.6600e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1200e-003	0.0426	165.3385	165.3385	5.1700e-003			165.4677
<b>Total</b>	<b>0.0698</b>	<b>0.0477</b>	<b>0.8291</b>	<b>1.6600e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1200e-003</b>	<b>0.0426</b>	<b>165.3385</b>	<b>165.3385</b>	<b>5.1700e-003</b>			<b>165.4677</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	36.3634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2694	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>36.6328</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

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**3.7 Architectural Coating - 2019**  
**Mitigated Construction Off-Site**

Category	lb/day										lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0686	0.0477	0.6291	1.6600e-003	0.1565	1.2200e-003	0.1577	0.0415	1.1200e-003	0.0426	165.3385	165.3385	165.3385	5.1700e-003	165.4677
<b>Total</b>	<b>0.0686</b>	<b>0.0477</b>	<b>0.6291</b>	<b>1.6600e-003</b>	<b>0.1565</b>	<b>1.2200e-003</b>	<b>0.1577</b>	<b>0.0415</b>	<b>1.1200e-003</b>	<b>0.0426</b>	<b>165.3385</b>	<b>165.3385</b>	<b>165.3385</b>	<b>5.1700e-003</b>	<b>165.4677</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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Park Ave Industrial - South Coast AQMD Air District, Summer

Category	lb/day										lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	MSW- CO2	Total CO2	CH4	N2O
Mitigated	0.6366	3.3438	9.4051	0.0328	2.5823	0.0319	2.6142	0.6910	0.0300	0.7210		3,331.448	3,331.448	0.1608	
Unmitigated	0.6366	3.3438	9.4051	0.0328	2.5823	0.0319	2.6142	0.6910	0.0300	0.7210		3,331.448	3,331.448	0.1608	

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Unrefrigerated Warehouse-No Rail	283.38	283.38	283.38	1,214,468	1,214,468
Total	283.38	283.38	283.38	1,214,468	1,214,468

#### 4.3 Trip Type Information

Land Use	Miles		Trip %		Trip Purpose %	
	H-W or C-W	H-S or C-C	H-W or C-W	H-S or C-C	Primary	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	92	5

#### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SEUS	MH
	Unrefrigerated Warehouse-No Rail	0.547828	0.343645	0.199892	0.122290	0.016774	0.005862	0.032653	0.020371	0.001944	0.004777	0.000705	0.000956

#### 5.0 Energy Detail

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Park Ave Industrial - South Coast AQMD Air District, Summer

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	MBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas Mitigated	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003			47.3000	9.1000e-004	8.7000e-004	47.5810
Natural Gas Unmitigated	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003			47.3000	9.1000e-004	8.7000e-004	47.5810

### 5.2 Energy by Land Use - Natural Gas

Unmitigated

Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	MBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Land Use																
Unrefrigerated Warehouse-No Rail	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003			47.3000	9.1000e-004	8.7000e-004	47.5810
Total	4.3400e-003	0.0394	0.0331	2.4000e-004		3.0000e-003	3.0000e-003		3.0000e-003	3.0000e-003			47.3000	9.1000e-004	8.7000e-004	47.5810



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## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

Land Use	NaturalGas Use kBtu/yr	lb/day										lb/day			
		CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub>	CH <sub>4</sub>
Unrefrigerated Warehouse-No Fuel	0.40205	4.3400e-003	0.0331	0.0394	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003
Total		4.3400e-003	0.0331	0.0394	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003	3.0000e-003

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior  
 Use Low VOC Paint - Non-Residential Exterior  
 No Hearths Installed

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Park Ave Industrial - South Coast AQMD Air District, Summer

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bi-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	NO	CO <sub>2</sub> e
Mitigated	3.7698	1.6000e-004	0.0173	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0369	0.0369	0.0369	1.0000e-004		0.0394
Unmitigated	3.7698	1.6000e-004	0.0173	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0369	0.0369	0.0369	1.0000e-004		0.0394

## 6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bi-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	NO	CO <sub>2</sub> e
Architectural Coating	0.4284					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3398					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-003	1.6000e-004	0.0173	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0369	0.0369	0.0369	1.0000e-004		0.0394
Total	3.7698	1.6000e-004	0.0173	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0369	0.0369	0.0369	1.0000e-004		0.0394

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Park Ave Industrial - South Coast AQMD Air District, Summer

## 6.2 Area by SubCategory

### Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	HBe- CO2	Total CO2	CH4	NGO	CO2e
Architectural Coating	0.4284					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3388					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-003	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0369	0.0369	1.0000e-004		0.0394
<b>Total</b>	<b>3.7698</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0369</b>	<b>0.0369</b>	<b>1.0000e-004</b>		<b>0.0394</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet  
Install Low Flow Toilet

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

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Park Ave Industrial - South Coast AQMD Air District, Summer

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

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

### Boilers

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

### User Defined Equipment

Equipment Type	Number
----------------	--------

## 11.0 Vegetation

## **APPENDIX B – TRAFFIC IMPACT STUDY**



**TRAFFIC IMPACT STUDY**  
**SAN FERNANDO INDUSTRIAL WAREHOUSE**  
**510 PARK AVENUE**  
**SAN FERNANDO, CALIFORNIA**



**Prepared for**  
**CITY OF SAN FERNANDO**  
**COMMUNITY DEVELOPMENT DEPARTMENT**

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Under the Supervision of:  
Patrick B. Lang, P.E.  
Registered Traffic Engineer

**September 18, 2018**  
CCE2018-18 PBL/MYR

# TRAFFIC IMPACT STUDY

## SAN FERNANDO INDUSTRIAL WAREHOUSE

### 510 PARK AVENUE

### SAN FERNANDO, CALIFORNIA

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### TECHNICAL APPENDIX

PREPARER'S CERTIFICATION

**TRAFFIC IMPACT STUDY**  
**SAN FERNANDO INDUSTRIAL WAREHOUSE**  
**510 PARK AVENUE**  
**SAN FERNANDO, CALIFORNIA**

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E, a Professional Traffic Engineer, registered in the State of California.



\_\_\_\_\_  
Patrick B. Lang, P.E,  
Registration #: TR-875

\_\_\_\_\_  
9-18-2018  
Date

\_\_\_\_\_  
Professional Engineer's Stamp

# **TRAFFIC IMPACT STUDY**

## **SAN FERNANDO INDUSTRIAL WAREHOUSE**

### **510 PARK AVENUE**

#### **SAN FERNANDO, CALIFORNIA**

### **EXECUTIVE SUMMARY**

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed operation of San Fernando Industrial Center Warehouse project in the City of San Fernando, California. The proposed project will be located on the east side of Park Avenue between 5<sup>th</sup> Street and Library Street at 510 Park Avenue on a vacant parcel of land. The proposed project consists of construction of a warehouse building with a total floor area of 168,676 square feet in 2 stories, including 9,520 square feet for ancillary office uses (6,277 square feet on the 1<sup>st</sup> floor and 3,243 square feet on the 2<sup>nd</sup> floor).

The following are the key objectives of the study:

- Documentation of existing 2018 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2020) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The study included evaluation of the following five key intersections in the general vicinity of the site:

- Park Avenue and 4<sup>th</sup> Street (Unsignalized)
- Park Avenue and 5<sup>th</sup> Street (Unsignalized)
- Brand Boulevard and 4<sup>th</sup> Street (Signalized)
- Arroyo Street and 5<sup>th</sup> Street (Unsignalized)
- Arroyo Street and Glenoaks Boulevard (Signalized)

The proposed San Fernando Industrial Center Warehouse project is estimated to generate approximately 390 net one-way passenger car equivalent (PCE) trips per



average day (195 inbound and 195 outbound). The average weekday net new peak hour PCE trips will be approximately 39 trips during the AM peak hour (31 inbound and 8 outbound), and 42 trips during the PM peak hour (10 inbound and 32 outbound).

Based on the results of the traffic impact analysis, the proposed San Fernando Industrial Center Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site mitigation measures would be necessary for the development of this project.

The project will provide two full-access driveways along the east side of Park Avenue, as well as one driveway on Library Street. Adequate sight distance is available from the driveways along the north and south directions on Park Avenue.

A total of 215 parking spaces will be provided on-site for the proposed San Fernando Industrial Center Warehouse project in accordance with the parking code requirements of the City of San Fernando. The project's parking supply will adequately satisfy the City's parking requirement of 215 spaces per code.

# **TRAFFIC IMPACT STUDY**

## **SAN FERNANDO INDUSTRIAL WAREHOUSE**

### **510 PARK AVENUE**

#### **SAN FERNANDO, CALIFORNIA**

## **INTRODUCTION**

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed operation of San Fernando Industrial Center Warehouse project in the City of San Fernando, California. The proposed project will be located on the east side of Park Avenue between 5<sup>th</sup> Street and Library Street at 510 Park Avenue on a vacant parcel of land. The proposed project consists of construction of a warehouse building with a total floor area of 168,676 square feet in 2 stories, including 9,520 square feet for ancillary office uses (6,277 square feet on the 1<sup>st</sup> floor and 3,243 square feet on the 2<sup>nd</sup> floor).

The following are the key objectives of the study:

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- Determination of Project Opening Year (2020) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The report provides data regarding existing operational characteristics of traffic in the general vicinity of the project, as well as an analysis of the proposed project's impacts to these existing and anticipated future traffic conditions. The report identifies and quantifies the impacts at key intersections and attempts to address the most appropriate and reasonable mitigation strategies at any impacted intersections which are identified to be operating at a deficient level of service.

This report investigates existing 2018 and anticipated future 2020 opening year traffic operating conditions. The study has been prepared per City of San Fernando's latest Traffic Impact Study Guidelines.

# REPORT METHODOLOGY

## STUDY APPROACH

This report approaches the task of identifying and quantifying the anticipated impacts to the circulation system with a structured, “building block” methodology. The first step is to inventory and quantify existing conditions. Upon this foundation of fact, a travel forecast model, based on physical and operational characteristics of road network and manual observation of peak hour traffic movements, is structured for the entire project area and calibrated manually, by adjusting any traffic flow inconsistency, to produce reliable output, verifiable with the existing data. With the project traffic calculated and distributed onto the study area, at the anticipated opening year of the project in 2020, the travel forecast methodology is utilized to assess the project’s traffic impacts at that time. The methodology utilizes a growth factor for traffic based upon regional guidelines, any other projects in the project vicinity, as well as the traffic anticipated to be introduced from the proposed project to produce the travel forecast and level-of-service data for the future target year.

The trip generation estimate is based on the 10<sup>th</sup> edition of Institute of Transportation Engineers (ITE)’s “Trip Generation” manual. Research and interviews have been conducted with local and regional agencies in order to identify and characterize the most probable trip distribution patterns within the study area.

Project impacts are identified for the future year 2020 conditions. At those intersections operating deficiently (e.g., at a level worse than LOS D) and significantly impacted by the proposed project, a mitigation measure is identified and applied, and a before-and-after mitigation analysis conducted.

## LEVEL OF SERVICE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board’s Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six

levels of service, as extracted from the manual, are listed in **Table 1**. The thresholds of level of service for signalized and unsignalized intersections are shown in **Table 2**.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.

**TABLE 1**  
**LEVEL OF SERVICE DEFINITIONS**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.



**TABLE 2  
LEVEL OF SERVICE CRITERIA**

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)	Volume to Capacity (V/C) Ratio
A	0 - 10	< or = 10	0 – 0.60
B	> 10 - 15	> 10 - 20	> 0.60 – 0.70
C	> 15 - 25	> 20 - 35	> 0.70 - 0.80
D	> 25 - 35	> 35 - 55	> 0.80 – 0.90
E	> 35 - 50	> 55 - 80	> 0.90 – 1.00
F	> 50	> 80 or a V/C ratio equal to or greater than 1.0	> 1.00

## EXISTING ROADWAY SYSTEM AND TRAFFIC VOLUMES

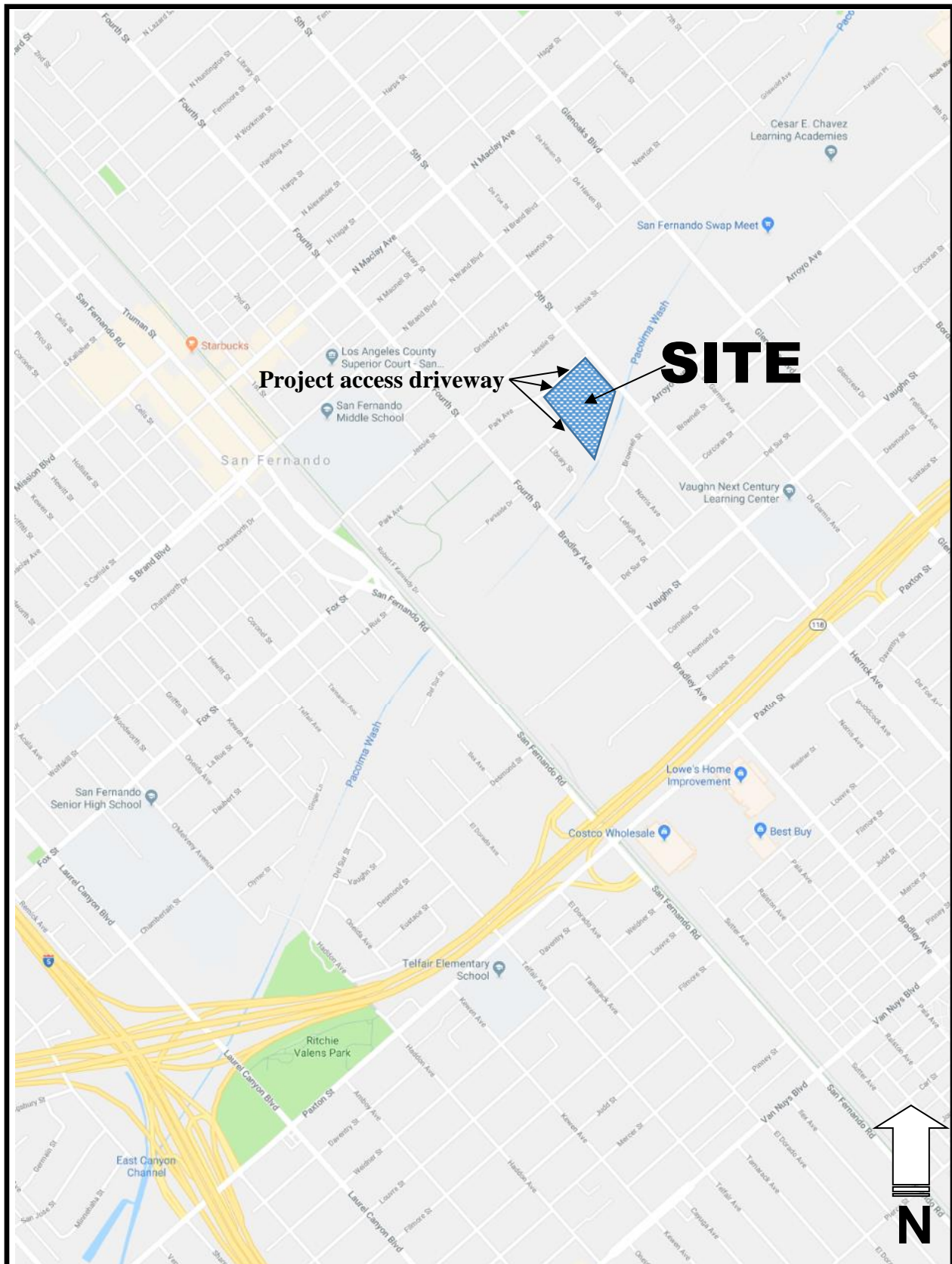
### EXISTING CIRCULATION NETWORK

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated.

**Figure 1**, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project.

**Figure 2** shows an aerial view of the circulation network. Major north-south regional access to the site is provided by SR-118 Freeway, Brand Boulevard, Arroyo Street and Park Avenue. Major east-west regional access is provided by I-5 Freeway, 4<sup>th</sup> Street, 5<sup>th</sup> Street and Glenoaks Boulevard.

**FIGURE 1: VICINITY MAP**





**FIGURE 2: AERIAL VIEW OF CIRCULATION NETWORK**



The project will provide two full-access driveways on Park Avenue and one full access driveway on Library Street. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

**PARK AVENUE.** Park Avenue is a local north-south street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of Park Avenue at 5<sup>th</sup> Street is controlled by a STOP sign placed on Park Avenue while the intersection of Park Avenue at 4<sup>th</sup> Street is controlled by a STOP sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on Park Avenue is approximately 2,430 vehicles per day (assuming PM peak hour volume counted on Park Avenue represents approximately 10% of its average daily traffic volume).

**4<sup>TH</sup> STREET.** 4<sup>th</sup> Street is a collector east-west street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The intersection of 4<sup>th</sup> Street at Brand Boulevard is signalized while the intersection of 4<sup>th</sup> Street at Park Avenue is controlled by a STOP sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on 4<sup>th</sup> Street is approximately 8,270 vehicles per day (assuming PM peak hour volume counted on 4<sup>th</sup> Street represents approximately 10% of its average daily traffic volume).

**5<sup>TH</sup> STREET.** 5<sup>th</sup> Street is a collector east-west street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of 5<sup>th</sup> Street at Park Avenue is controlled by a STOP sign placed on Park Avenue while the T-intersection of 5<sup>th</sup> Street at Arroyo Street is controlled by a STOP sign placed on all approaches. Parking is permitted along the sides of the street. The average daily volume on 5<sup>th</sup> Street is approximately 5,740 vehicles per day (assuming PM peak hour volume counted on 5<sup>th</sup> Street represents approximately 10% of its average daily traffic volume).

**ARROYO STREET.** Arroyo Street is a local north-south street with one travel lane in each direction. The street is approximately 40 feet wide and posted with a speed limit of 25 miles per hour. Directional travels are separated by a yellow line along the center of the street. The T-intersection of Arroyo Street at 5<sup>th</sup> Street is controlled by a STOP sign placed on Arroyo Street while the intersection of Arroyo Street at Glenoaks Boulevard is signalized. Parking is permitted along the sides of the street. The average daily volume on Arroyo Street is approximately 9,260 vehicles per day (assuming PM peak hour volume counted on Arroyo Street represents approximately 10% of its average daily traffic volume).

**BRAND BOULEVARD.** Brand Boulevard is an arterial north-south street with one travel lane in each direction plus turn lanes at major intersections in the project vicinity.

Directional travel is separated by double-yellow painted stripes along the center. The street is approximately 52 feet wide and posted with a speed limit of 25 miles per hour. Parking is permitted along the sides of the street. The average daily volume on Brand Boulevard is approximately 8,160 vehicles per day (assuming PM peak hour volume counted on Brand Boulevard represents approximately 10% of its average daily traffic volume). Brand Boulevard provides regional access to I-5 Freeway to the south.

**GLENOAKS BOULEVARD.** Glenoaks Boulevard is an arterial east-west street with two travel lanes in each direction plus turn lanes at major intersections. Directional travel is separated by double-yellow painted stripes along the center. The street is approximately 74 feet wide and posted with a speed limit of 40 miles per hour. Parking is permitted along the sides of the street. The average daily volume on Glenoaks Boulevard is approximately 20,360 vehicles per day (assuming PM peak hour volume counted on Glenoaks Boulevard represents approximately 10% of its average daily traffic volume). Glenoaks Boulevard provides regional access to SR-118 Freeway to the east.

## **EXISTING TRAFFIC VOLUMES**

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of May 2018. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday or Thursday) in a non-holiday school week. It was determined that the following five key intersections would be analyzed in the study:

- Park Avenue and 4<sup>th</sup> Street (Unsignalized)
- Park Avenue and 5<sup>th</sup> Street (Unsignalized)
- Brand Boulevard and 4<sup>th</sup> Street (Signalized)
- Arroyo Street and 5<sup>th</sup> Street (Unsignalized)
- Arroyo Street and Glenoaks Boulevard (Signalized)

Existing lane configurations at the key intersections are shown in **Figure 3**.

Existing turning movement counts for AM and PM peak hour conditions are shown in **Figure 4**. Detailed turning movement counts are included in the Technical Appendix of this report.



**FIGURE 3: EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS**



**FIGURE 4: EXISTING 2018 TRAFFIC VOLUMES AT KEY INTERSECTIONS**



## EXISTING 2018 TRAFFIC CONDITIONS

Year 2018 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized and unsignalized intersections. **Table 3** presents existing condition intersection level of service (LOS) analysis summary.

Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, all 5 study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in **Table 3**.

**TABLE 3**  
**EXISTING CONDITIONS (2018) LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Existing 2018 Conditions	
		LOS	V/C
1. Park Avenue and 4 <sup>th</sup> Street	AM	A	0.517
	PM	A	0.479
2. Park Avenue and 5 <sup>th</sup> Street	AM	A	0.464
	PM	A	0.424
3. Brand Boulevard and 4 <sup>th</sup> Street	AM	A	0.574
	PM	A	0.549
4. Arroyo Street and 5 <sup>th</sup> Street	AM	A	0.432
	PM	A	0.369
5. Arroyo Street and Glenoaks Boulevard	AM	D	0.839
	PM	D	0.869

## OPENING YEAR 2020 PRE-PROJECT CONDITIONS

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2020 base condition (i.e., a factor of 1.02 was applied to 2018 volumes to obtain 2020 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area.

Per City's records, there are two (2) other related projects located within the one and one-half mile radius of the project that will contribute to cumulative traffic volumes with the development of this project.

The locations of these related projects are shown in **Figure 5**.

Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. For warehouse uses, vehicle trips were calculated in terms of passenger car equivalents (PCE) by using vehicle mix percentages provided for warehouse uses in the City of Fontana's "Truck Trip Generation Study", August 2003. A truck trip is generally equivalent to 2 or 3 passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

**Table 4** shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 38 PCE trips per average day (19 inbound and 19 outbound). The average weekday net new peak hour trips will be approximately 4 PCE trips during the AM peak hour (3 inbound and 1 outbound), and 4 PCE trips during the PM peak hour (1 inbound and 3 outbound).

**Figure 5** also shows related projects' trips distributed at the study intersections.

The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2020 pre-project traffic condition for the AM and PM peak hours. **Figure 6** shows future 2020 pre-project traffic volumes at the study intersections.

This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2020 pre-project conditions (without project) are shown in **Table 5**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.



**FIGURE 5: RELATED PROJECT LOCATIONS AND DISTRIBUTION OF TRIPS**



**TABLE 4  
TRIP GENERATION BY RELATED PROJECTS**

Land Use (ITE Code)	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
Related Project 1: 655 4 <sup>th</sup> St., San Fernando, CA – New 12,300 square feet Industrial Warehouse															
W/Hse (150)	12,300 KSF	1.74	0.17	77%	23%	0.19	27%	73%	21	2	1	3	1	2	3
Passenger Car Equivalent (PCE) Trips:									28	2	1	3	1	2	3
Related Project 2: 660 Arroyo St., San Fernando, CA – Addition of 4,309 square feet Industrial Warehouse															
W/Hse (150)	22,994 KSF	1.74	0.17	77%	23%	0.19	27%	73%	7	1	0	1	0	1	1
Passenger Car Equivalent (PCE) Trips:									10	1	0	1	0	1	1
Total Trips in PCE:									38	3	1	4	1	3	4

Note: All rates are average rates. For warehouse uses, vehicle mix percentages were taken from the City of Fontana's "Truck Trip Generation Study", August 2003 and truck trips were converted into passenger car equivalent (PCE) trips using PCE factors, i. e., one 2-axle or 3-ale truck trips = 2 passenger car trips, and one 4+-axle truck trip = 3 passenger car trips.

[Ref: Institute of Transportation Engineer's (ITE) "Trip Generation", 10th Edition, 2017]

**FIGURE 6: FUTURE 2020 PRE-PROJECT TRAFFIC VOLUMES**



**TABLE 5**  
**2020 PRE-PROJECT FUTURE CONDITIONS LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Future 2020 Conditions Without Project	
		LOS	V/C
1. Park Avenue and 4 <sup>th</sup> Street	AM	A	0.525
	PM	A	0.487
2. Park Avenue and 5 <sup>th</sup> Street	AM	A	0.472
	PM	A	0.431
3. Brand Boulevard and 4 <sup>th</sup> Street	AM	A	0.584
	PM	A	0.560
4. Arroyo Street and 5 <sup>th</sup> Street	AM	A	0.439
	PM	A	0.375
5. Arroyo Street and Glenoaks Boulevard	AM	D	0.855
	PM	D	0.884

As the results indicate, all 5 study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours.

## PROPOSED PROJECT

### PROJECT DESCRIPTION

The proposed San Fernando Industrial Center Warehouse project consists of the construction of a warehouse building with a total floor area of 168,676 square feet in 2 levels, including a floor area of 9,520 square feet for ancillary office uses (6,277 square feet on first floor and 3,243 square feet on second floor). The proposed project will be located on the east side of Park Avenue between 5th Street and Library Street at 510 Park Avenue on a 7.61-acre (333,831 square feet) parcel of land. The existing buildings and uses on the site will be demolished before constructing new building, parking lot and driveways.

Vehicular access by passenger cars and trucks will be provided by two driveways along the east side of Park Avenue. A third driveway to be located on Library Street will provide access to both cars and trucks.

Adequate parking spaces will be provided on-site for the proposed San Fernando Industrial Center Warehouse project in accordance with the parking code requirements of the City of San Fernando. Surface parking will consist of a total of 215 marked parking spaces.

**Figure 7** shows the proposed site plan for the project.



The site plan illustrates the proposed building layout and its integration with the surrounding environment. The building, measuring 168,676 S.F., is centrally located and surrounded by parking spaces. To the north of the building is 5th Street, and to the south is Library Street. To the west is Park Avenue, and to the east is Pacifica Wash. The plan includes several key features: a potential office, an electrical room, a detention basin, and various fire lanes. The plan is oriented with North at the top, as indicated by the north arrow in the bottom right corner.

## PROJECT TRIP GENERATION

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. The vehicle mix percentages provided for heavy warehouse use in the City of Fontana’s “Truck Trip Generation Study”, August 2003, were used to determine the number of various types of truck trips to be generated. A truck trip is generally equivalent to 2 or 3 passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

**Table 6** shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 390 net one-way PCE trips per average day (195 inbound and 195 outbound). The average weekday net new peak hour PCE trips will be approximately 39 trips during the AM peak hour (31 inbound and 8 outbound), and 42 trips during the PM peak hour (10 inbound and 32 outbound).

## TRIP DISTRIBUTION AND ASSIGNMENT

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics.

**Figure 8** depicts the regional trip distribution percentages to and from the site.

**Figure 9** depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

**TABLE 6**  
**TRIP GENERATION BY SAN FERNANDO INDUSTRIAL WAREHOUSE PROJECT**

ITE Code/ Land Use	Size & Unit	Trip Generation Rate <sup>1</sup>							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total

**Total Vehicle Trip Generation**

150 Ware-house	168.676 KSF	1.74	0.17	77%	23%	0.19	27%	73%	294	22	7	29	9	23	32
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**Vehicle Mix<sup>2</sup> and Passenger Car Equivalent (PCE) Trips**

Vehicle Mix	Trip %	Vehicle Trips							PCE trips						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total		IN	OUT	Total	IN	OUT	Total
Car (PCE=1.0)	79.57%	234	18	5	23	7	19	26	234	18	5	23	7	19	26
2-axle Truck (PCE=2.0)	3.46%	10	1	0	1	0	1	1	20	2	0	2	0	2	2
3-axle Truck (PCE=2.0)	4.64%	14	1	0	1	0	1	1	28	2	0	2	0	2	2
4+-axle Truck (PCE=3.0)	12.33%	36	3	1	4	1	3	4	108	9	3	12	3	9	12

<b>TOTAL TRIPS IN PCE:</b>									390	31	8	39	10	32	42
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Note: All trip rates are average rates per Institute of Transportation Engineers (ITE)'s publication manual "Trip Generation", 10<sup>th</sup> Edition, 2017

<sup>1</sup> Trip rates for Warehouse (ITE Code 150) from Institute of Transportation Engineers (ITE), "Trip Generation" manual, 10th Edition, 2017

<sup>2</sup> Vehicle mix percentages for Heavy Warehouse (ITE Code 150) from the City of Fontana, "Truck Trip Generation Study", August 2003

**FIGURE 8: PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION**





**FIGURE 9: DISTRIBUTION OF PROJECT RELATED TRIPS**





## 2020 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC

### 2020 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES WITH PROJECT

The 2018 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2020 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. **Figure 10** shows Year 2020 post-project cumulative volumes for AM and PM peak hours.

Year 2020 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2020 post-project cumulative conditions (with project) are summarized in **Table 7**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

The results indicate that, all 5 study intersections will continue to operate at an acceptable level of service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under future cumulative traffic conditions with the project.

**FIGURE 10: FUTURE 2020 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES**



**TABLE 7**  
**FUTURE 2020 LEVEL OF SERVICE SUMMARY WITH PROJECT**

Intersection	Peak Hour	Future 2020 Conditions With Project	
		LOS	V/C
1. Park Avenue and 4 <sup>th</sup> Street	AM	A	0.532
	PM	A	0.491
2. Park Avenue and 5 <sup>th</sup> Street	AM	A	0.484
	PM	A	0.447
3. Brand Boulevard and 4 <sup>th</sup> Street	AM	A	0.587
	PM	A	0.567
4. Arroyo Street and 5 <sup>th</sup> Street	AM	A	0.450
	PM	A	0.378
5. Arroyo Street and Glenoaks Boulevard	AM	D	0.856
	PM	D	0.885

## PROJECT IMPACT AND MITIGATION MEASURES

As indicated in the previous section, all 5 study intersections will continue to operate at an acceptable level of service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under future cumulative traffic conditions with the project.

The project's off-site traffic impact would not be considered significant at any of these intersections based on volume to capacity ratio and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is considered deficient and unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F.

The LOS, V/C ratio (or ICU) for the study intersections under 2020 cumulative conditions (with project as well as without project) are summarized in **Table 8** to compare Project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts. Therefore, the project is not expected to significantly impact traffic conditions at any of the key intersections in the vicinity.

Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site mitigation measures would be necessary for the development of this project.

## SITE ACCESS ANALYSIS

The project will provide two full-access driveways along the east side of Park Avenue, as well as one driveway on Library Street. **Figure 11** shows total project traffic at the driveways.

A maximum of 8 vehicles (passenger car equivalent) will enter the site during the peak hour through the northerly driveway on Park Avenue from the north by making a left-turn movement. A maximum of 4 vehicles (passenger car equivalent) will exit the site during the peak hour through this driveway to travel south by making a left-turn movement. Similarly, a maximum of 4 vehicles (passenger car equivalent) will enter the site during the peak hour from the south by making a right-turn movement through the southerly driveway. A maximum of 8 vehicles (passenger car equivalent) will exit the site during the peak hour through each driveway to travel north by making a right-turn movement.

**TABLE 8**  
**FUTURE 2020 LEVEL OF SERVICE SUMMARY WITH AND WITHOUT PROJECT**

Intersection	Peak Hour	Future 2020 Conditions				Increase in V/C by Project
		Without Project		With Project		
		LOS	V/C	LOS	V/C	
1. Park Avenue and 4 <sup>th</sup> Street	AM	A	0.525	A	0.532	0.007
	PM	A	0.487	A	0.491	0.004
2. Park Avenue and 5 <sup>th</sup> Street	AM	A	0.472	A	0.484	0.012
	PM	A	0.431	A	0.447	0.016
3. Brand Boulevard and 4 <sup>th</sup> Street	AM	A	0.584	A	0.587	0.003
	PM	A	0.560	A	0.567	0.007
4. Arroyo Street and 5 <sup>th</sup> Street	AM	A	0.439	A	0.450	0.011
	PM	A	0.375	A	0.378	0.003
5. Arroyo Street and Glenoaks Boulevard	AM	D	0.855	D	0.856	0.001
	PM	D	0.884	D	0.885	0.001



The map displays the project site with various trip counts indicated by arrows and numbers in parentheses. The site is located near the intersection of Park Ave and Library St. Surrounding businesses include MCA Upholstery, ChargePoint Charging Station, Goodman Distribution, Shop The Walking Dead, Frazier Aviation, Alpha Games, ImageFIRST Healthcare, Laundry Spa, Medical Illumination Intl, Divine Specialties, Glide Dance Shoes, and Chiodo Products. The Pacoima Wash is visible on the right side of the map. A legend box at the bottom left explains the trip count notation: XX(X) = AM(PM) Peak Hour Trips. A box labeled 'SITE' contains the project trip summary: Project Trips, IN=31(10), OUT=8(32). A north arrow is located in the bottom right corner.

**Project Trips**  
IN=31(10)  
OUT=8(32)

**Legend:**  
XX(X) = AM(PM) Peak Hour Trips

Adequate sight distance is available from the driveway along the north and south directions on Park Avenue.

## **PARKING DEMAND ANALYSIS**

Adequate parking spaces will be provided on-site for the proposed San Fernando Industrial Center Warehouse project in accordance with the parking code requirements of the City of San Fernando.

The City's parking code requires 1 parking space per 750 square feet of warehouse facilities up to 72,000 square feet of floor area and 1 parking space per 1,000 square feet for the floor area beyond 72,000 square feet. For office uses, the code requires 1 parking space per 300 square feet. Therefore, the project's 159,156 square feet of warehouse uses, 183 spaces will be required (i.e.,  $72,000 / 750 + 87,156 / 1,000 = 96 + 87 = 183$ ). The 9,520 square feet of office uses an additional 32 parking spaces will be required (i.e.,  $9,520 / 300 = 32$ ). The total parking requirement for the project will be 215 spaces (i.e.,  $183 + 32 = 215$ ) per City's parking code.

The project's site plan shows that surface parking will consist of a total of 215 marked parking spaces to be provided in the front and back side of the warehouse building. Therefore, the project's parking requirement will be adequately satisfied.

## **CONCLUSION**

Based on the results of the traffic impact analysis, the proposed San Fernando Industrial Center Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Therefore, no off-site mitigation measures would be necessary for the development of this project.

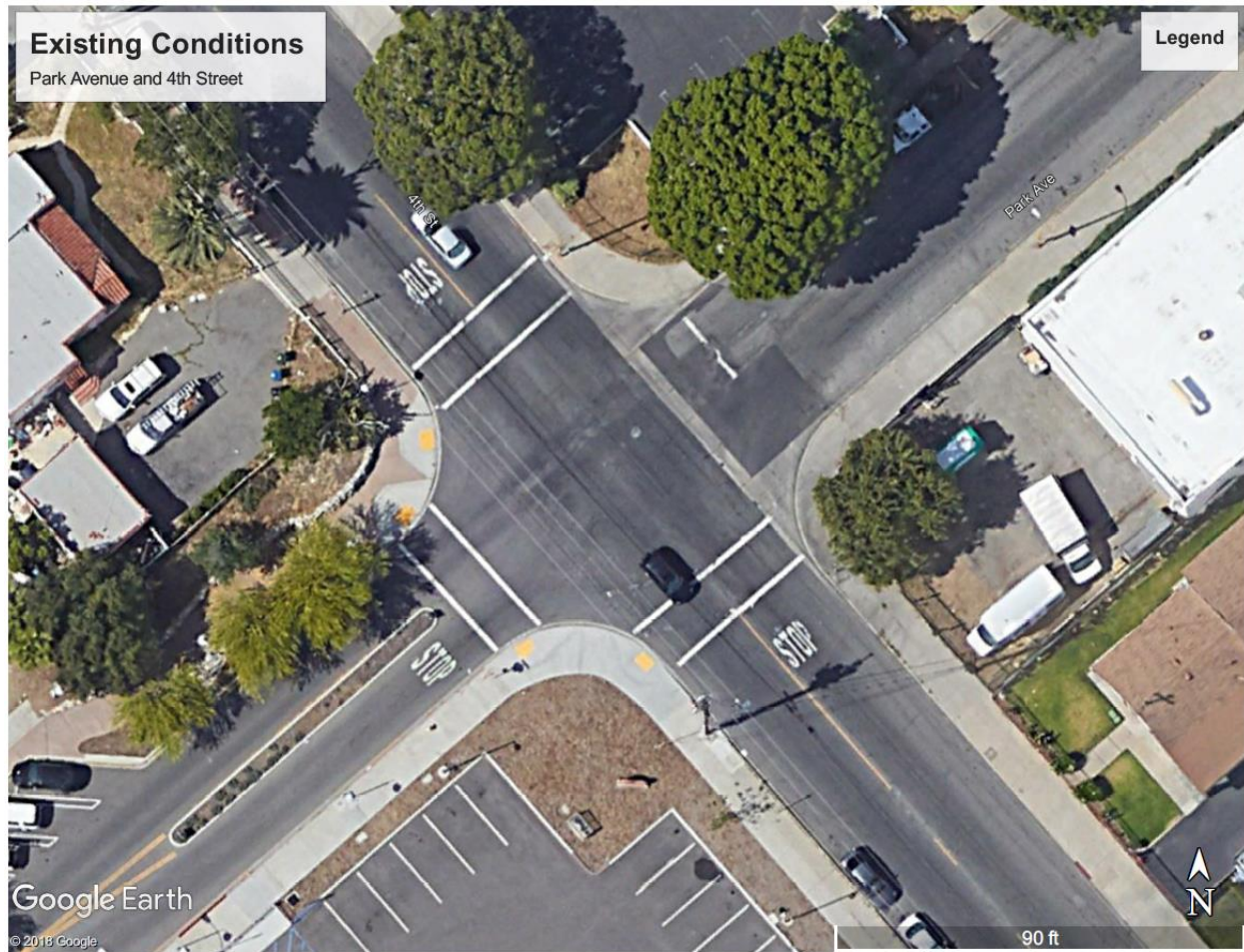
The project will provide two full-access driveways along the east side of Park Avenue, as well as one driveway on Library Street. Adequate sight distance is available from the driveways along the north and south directions on Park Avenue.

A total of 215 parking spaces will be provided on-site for the proposed San Fernando Industrial Center Warehouse project in accordance with the parking code requirements of the City of San Fernando. The project's parking supply will adequately satisfy the City's parking requirement of 215 spaces per code.

# ***Technical Appendix***

***Existing 2018 Traffic Counts  
of Turning Movements  
and  
Field Geometrics***

## **Intersection of Park Avenue and 4<sup>th</sup> Street**





# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Park\_Fourth

Site Code : 00000000

Start Date : 5/15/2018

Page No : 1

## Groups Printed- Vehicles

	Park Avenue Southbound			Fourth Street Westbound			Park Avenue Northbound			Fourth Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	4	6	3	28	12	1	10	14	15	50	3	148
07:15 AM	7	10	13	4	57	17	1	24	21	18	84	3	259
07:30 AM	13	6	26	4	72	14	7	36	30	17	99	3	327
07:45 AM	16	14	24	10	93	8	6	22	27	16	97	6	339
Total	38	34	69	21	250	51	15	92	92	66	330	15	1073
08:00 AM	5	10	22	14	82	13	1	25	19	14	87	4	296
08:15 AM	8	6	7	2	61	10	4	20	8	30	64	7	227
08:30 AM	0	7	7	3	46	6	3	10	11	23	35	5	156
08:45 AM	4	2	9	5	45	9	2	9	2	7	29	5	128
Total	17	25	45	24	234	38	10	64	40	74	215	21	807
04:00 PM	4	9	19	6	104	1	4	9	11	19	62	5	253
04:15 PM	2	7	17	5	83	5	4	7	10	17	53	4	214
04:30 PM	8	5	29	11	103	5	8	12	6	7	51	6	251
04:45 PM	2	6	22	10	109	8	8	14	16	15	55	11	276
Total	16	27	87	32	399	19	24	42	43	58	221	26	994
05:00 PM	7	11	13	6	106	4	3	7	22	13	59	3	254
05:15 PM	4	3	13	9	106	2	2	18	12	15	65	5	254
05:30 PM	3	3	14	10	104	3	2	11	6	17	61	5	239
05:45 PM	3	6	18	6	79	5	5	4	13	22	60	7	228
Total	17	23	58	31	395	14	12	40	53	67	245	20	975
Grand Total	88	109	259	108	1278	122	61	238	228	265	1011	82	3849
Apprch %	19.3	23.9	56.8	7.2	84.7	8.1	11.6	45.2	43.3	19.5	74.4	6	
Total %	2.3	2.8	6.7	2.8	33.2	3.2	1.6	6.2	5.9	6.9	26.3	2.1	

# CITY TRAFFIC COUNTERS

www.ctcounters.com

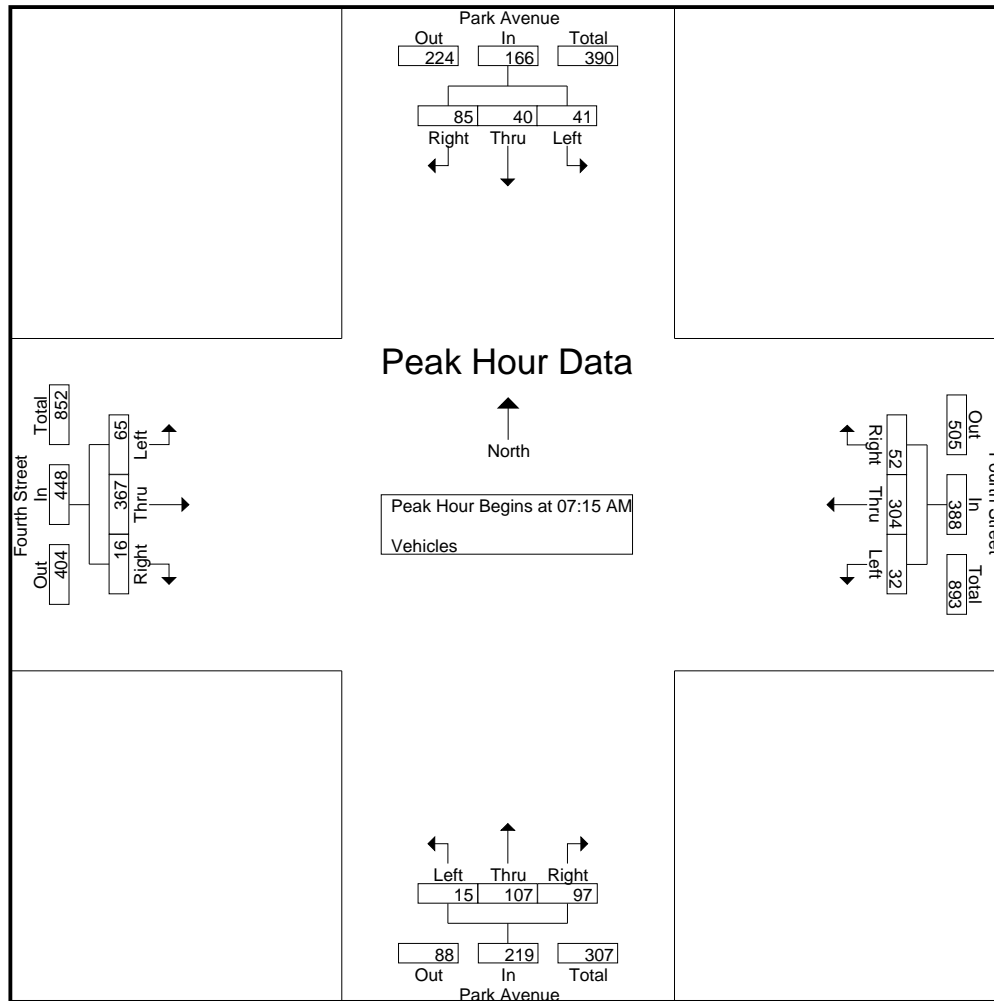
File Name : Park\_Fourth

Site Code : 00000000

Start Date : 5/15/2018

Page No : 2

	Park Avenue Southbound				Fourth Street Westbound				Park Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	10	13	30	4	57	17	78	1	24	21	46	18	84	3	105	259
07:30 AM	13	6	26	45	4	72	14	90	7	36	30	73	17	99	3	119	327
07:45 AM	16	14	24	54	10	93	8	111	6	22	27	55	16	97	6	119	339
08:00 AM	5	10	22	37	14	82	13	109	1	25	19	45	14	87	4	105	296
Total Volume	41	40	85	166	32	304	52	388	15	107	97	219	65	367	16	448	1221
% App. Total	24.7	24.1	51.2		8.2	78.4	13.4		6.8	48.9	44.3		14.5	81.9	3.6		
PHF	.641	.714	.817	.769	.571	.817	.765	.874	.536	.743	.808	.750	.903	.927	.667	.941	.900



# CITY TRAFFIC COUNTERS

www.ctcounters.com

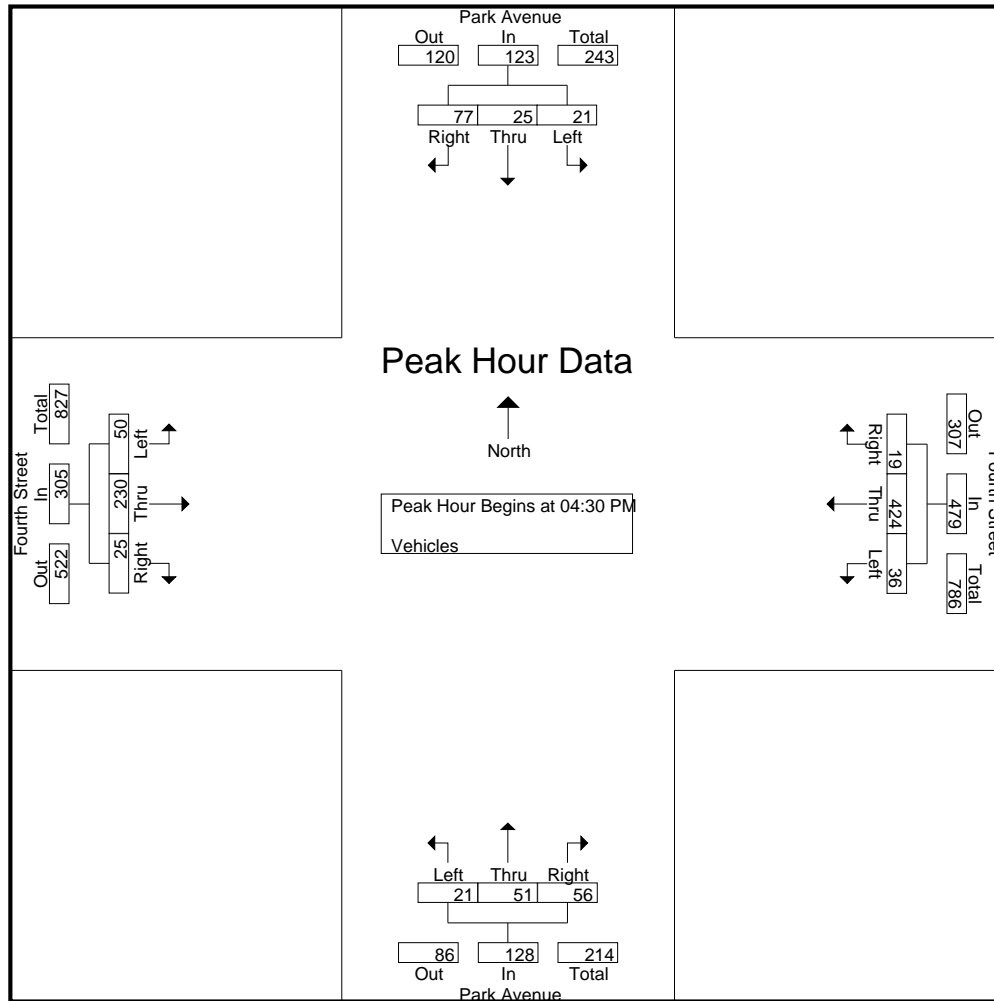
File Name : Park\_Fourth

Site Code : 00000000

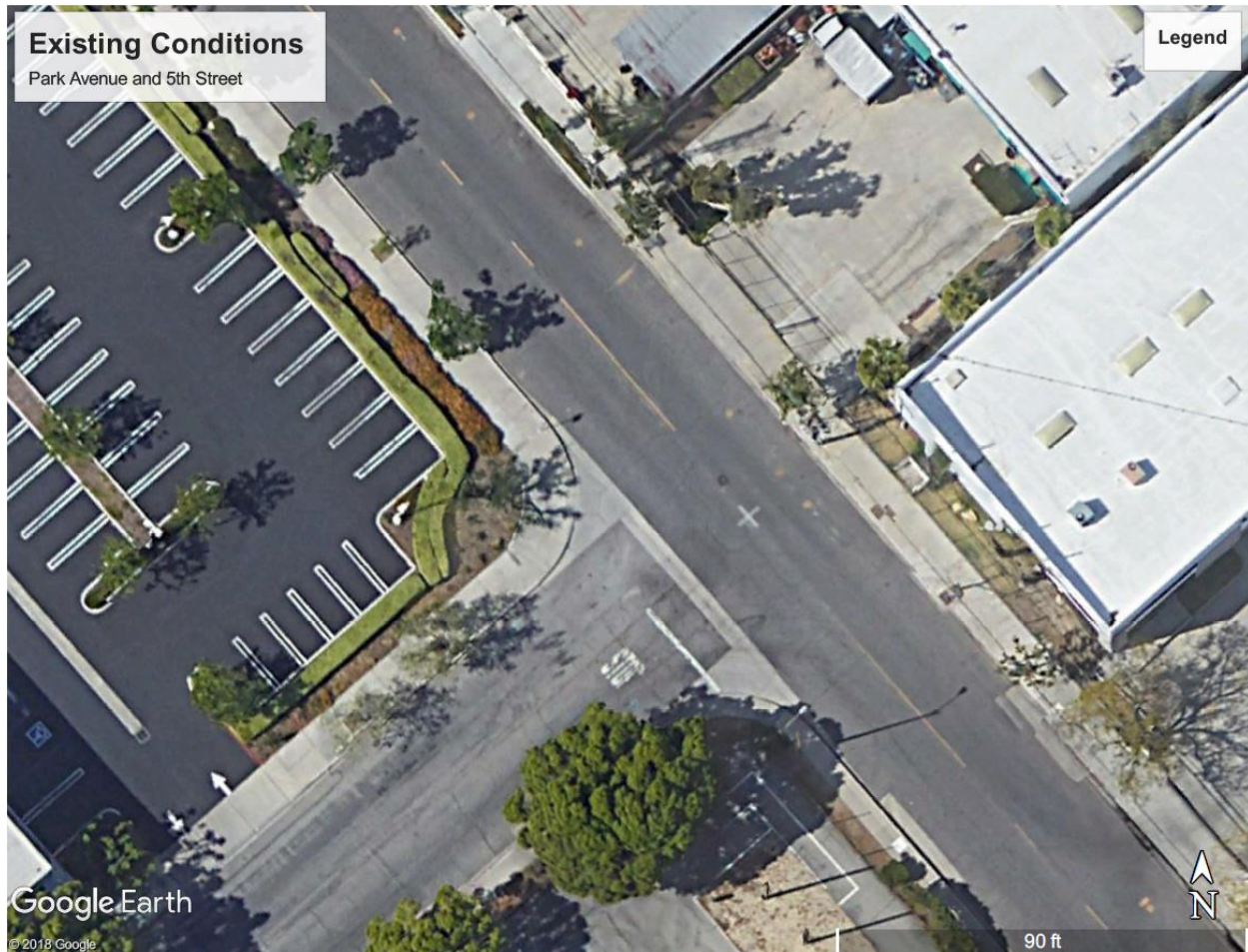
Start Date : 5/15/2018

Page No : 3

	Park Avenue Southbound				Fourth Street Westbound				Park Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	5	29	42	11	103	5	119	8	12	6	26	7	51	6	64	251
04:45 PM	2	6	22	30	10	109	8	127	8	14	16	38	15	55	11	81	276
05:00 PM	7	11	13	31	6	106	4	116	3	7	22	32	13	59	3	75	254
05:15 PM	4	3	13	20	9	106	2	117	2	18	12	32	15	65	5	85	254
Total Volume	21	25	77	123	36	424	19	479	21	51	56	128	50	230	25	305	1035
% App. Total	17.1	20.3	62.6		7.5	88.5	4		16.4	39.8	43.8		16.4	75.4	8.2		
PHF	.656	.568	.664	.732	.818	.972	.594	.943	.656	.708	.636	.842	.833	.885	.568	.897	.938



## **Intersection of Park Avenue and 5<sup>th</sup> Street**



# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Park\_5th  
Site Code : 00000000  
Start Date : 5/15/2018  
Page No : 1

## Groups Printed- Vehicles

	Driveway Southbound			5th Street Westbound			Park Avenue Northbound			5th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	0	17	27	0	4	0	21	1	32	8	112
07:15 AM	0	0	1	38	44	2	12	0	41	6	60	19	223
07:30 AM	1	0	0	35	46	0	6	0	53	6	61	14	222
07:45 AM	0	1	2	52	62	6	10	1	36	5	52	13	240
Total	3	1	3	142	179	8	32	1	151	18	205	54	797
08:00 AM	0	0	3	26	60	6	9	1	37	7	44	6	199
08:15 AM	0	0	0	23	49	8	11	0	51	8	47	4	201
08:30 AM	1	0	2	14	32	7	5	0	27	3	23	3	117
08:45 AM	4	0	0	14	24	1	3	0	8	3	19	6	82
Total	5	0	5	77	165	22	28	1	123	21	133	19	599
04:00 PM	4	0	4	24	61	2	17	0	36	0	28	4	180
04:15 PM	2	0	3	16	61	2	4	0	32	0	20	2	142
04:30 PM	10	0	10	23	57	0	17	0	25	3	20	3	168
04:45 PM	3	0	2	24	72	2	14	0	30	3	20	1	171
Total	19	0	19	87	251	6	52	0	123	6	88	10	661
05:00 PM	11	0	5	15	69	1	8	0	17	0	22	1	149
05:15 PM	6	0	2	12	67	0	10	0	19	1	24	0	141
05:30 PM	1	0	1	17	68	0	7	0	33	1	20	2	150
05:45 PM	2	0	0	12	61	0	6	0	25	0	28	2	136
Total	20	0	8	56	265	1	31	0	94	2	94	5	576
Grand Total	47	1	35	362	860	37	143	2	491	47	520	88	2633
Apprch %	56.6	1.2	42.2	28.8	68.3	2.9	22.5	0.3	77.2	7.2	79.4	13.4	
Total %	1.8	0	1.3	13.7	32.7	1.4	5.4	0.1	18.6	1.8	19.7	3.3	

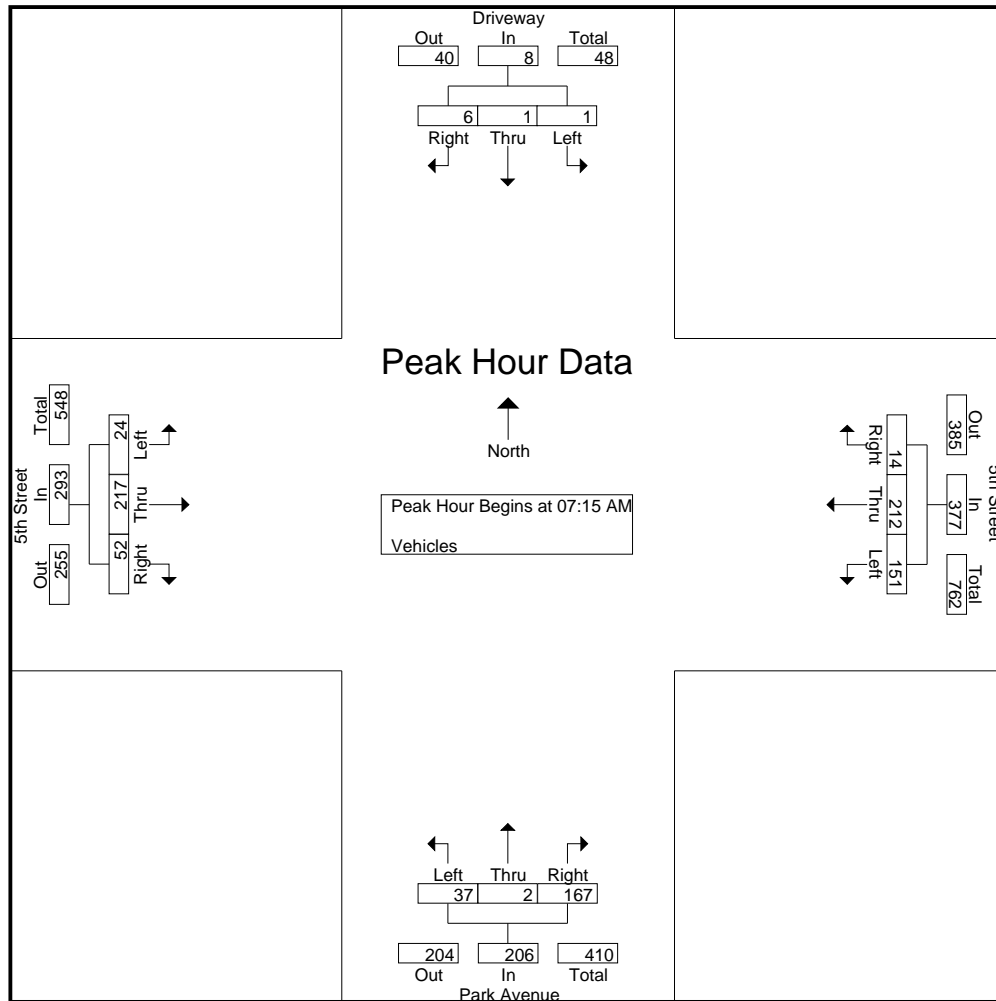


# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Park\_5th  
Site Code : 00000000  
Start Date : 5/15/2018  
Page No : 2

	Driveway Southbound				5th Street Westbound				Park Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	38	44	2	84	12	0	41	53	6	60	19	85	223
07:30 AM	1	0	0	1	35	46	0	81	6	0	53	59	6	61	14	81	222
07:45 AM	0	1	2	3	52	62	6	120	10	1	36	47	5	52	13	70	240
08:00 AM	0	0	3	3	26	60	6	92	9	1	37	47	7	44	6	57	199
Total Volume	1	1	6	8	151	212	14	377	37	2	167	206	24	217	52	293	884
% App. Total	12.5	12.5	75		40.1	56.2	3.7		18	1	81.1		8.2	74.1	17.7		
PHF	.250	.250	.500	.667	.726	.855	.583	.785	.771	.500	.788	.873	.857	.889	.684	.862	.921

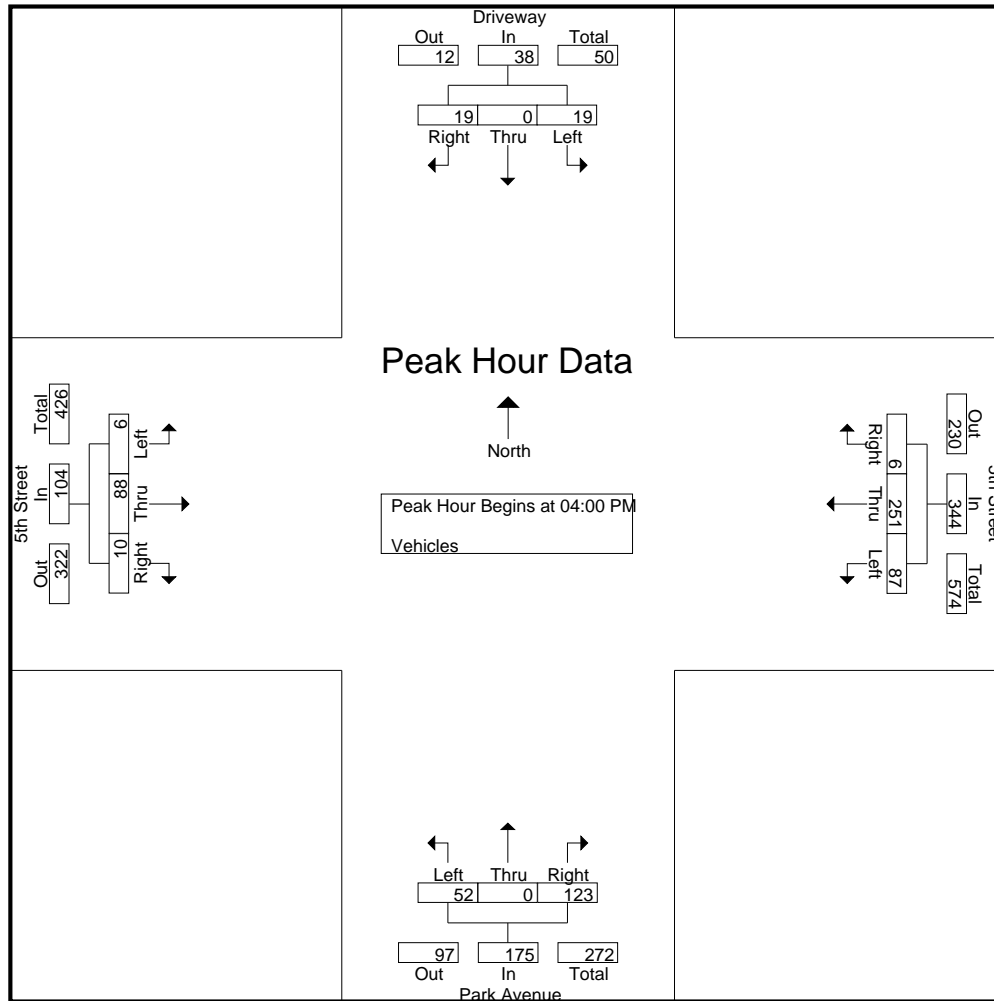


# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Park\_5th  
Site Code : 00000000  
Start Date : 5/15/2018  
Page No : 3

	Driveway Southbound				5th Street Westbound				Park Avenue Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	0	4	8	24	61	2	87	17	0	36	53	0	28	4	32	180
04:15 PM	2	0	3	5	16	61	2	79	4	0	32	36	0	20	2	22	142
04:30 PM	10	0	10	20	23	57	0	80	17	0	25	42	3	20	3	26	168
04:45 PM	3	0	2	5	24	72	2	98	14	0	30	44	3	20	1	24	171
Total Volume	19	0	19	38	87	251	6	344	52	0	123	175	6	88	10	104	661
% App. Total	50	0	50		25.3	73	1.7		29.7	0	70.3		5.8	84.6	9.6		
PHF	.475	.000	.475	.475	.906	.872	.750	.878	.765	.000	.854	.825	.500	.786	.625	.813	.918



## **Intersection of Brand Boulevard and 4<sup>th</sup> Street**



# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Brand\_Fourth

Site Code : 00000000

Start Date : 5/15/2018

Page No : 1

## Groups Printed- Vehicles

	Brand Blvd Southbound			Fourth Street Westbound			Brand Blvd Northbound			Fourth Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	60	0	6	21	3	8	41	16	3	40	13	214
07:15 AM	9	83	3	13	31	4	14	52	26	3	62	15	315
07:30 AM	14	101	14	20	47	7	21	72	35	3	75	27	436
07:45 AM	8	73	6	28	47	7	19	59	33	8	67	21	376
Total	34	317	23	67	146	21	62	224	110	17	244	76	1341
08:00 AM	8	57	6	19	38	5	15	71	26	3	47	16	311
08:15 AM	6	61	3	14	33	6	11	56	31	1	34	13	269
08:30 AM	3	36	1	13	25	2	9	34	10	1	27	8	169
08:45 AM	4	35	3	12	27	3	10	39	11	0	16	9	169
Total	21	189	13	58	123	16	45	200	78	5	124	46	918
04:00 PM	3	52	5	13	77	11	25	65	17	2	42	4	316
04:15 PM	5	41	0	15	55	6	23	78	22	2	31	11	289
04:30 PM	6	48	6	21	73	5	20	84	17	1	34	10	325
04:45 PM	5	45	4	18	67	11	26	68	18	4	39	10	315
Total	19	186	15	67	272	33	94	295	74	9	146	35	1245
05:00 PM	3	40	3	14	56	6	28	89	15	1	41	14	310
05:15 PM	5	42	3	15	61	8	27	103	16	1	38	9	328
05:30 PM	8	44	1	15	71	10	34	78	17	2	33	9	322
05:45 PM	2	40	1	17	60	5	27	93	22	4	49	8	328
Total	18	166	8	61	248	29	116	363	70	8	161	40	1288
Grand Total	92	858	59	253	789	99	317	1082	332	39	675	197	4792
Apprch %	9.1	85	5.8	22.2	69.1	8.7	18.3	62.5	19.2	4.3	74.1	21.6	
Total %	1.9	17.9	1.2	5.3	16.5	2.1	6.6	22.6	6.9	0.8	14.1	4.1	

# CITY TRAFFIC COUNTERS

www.ctcounters.com

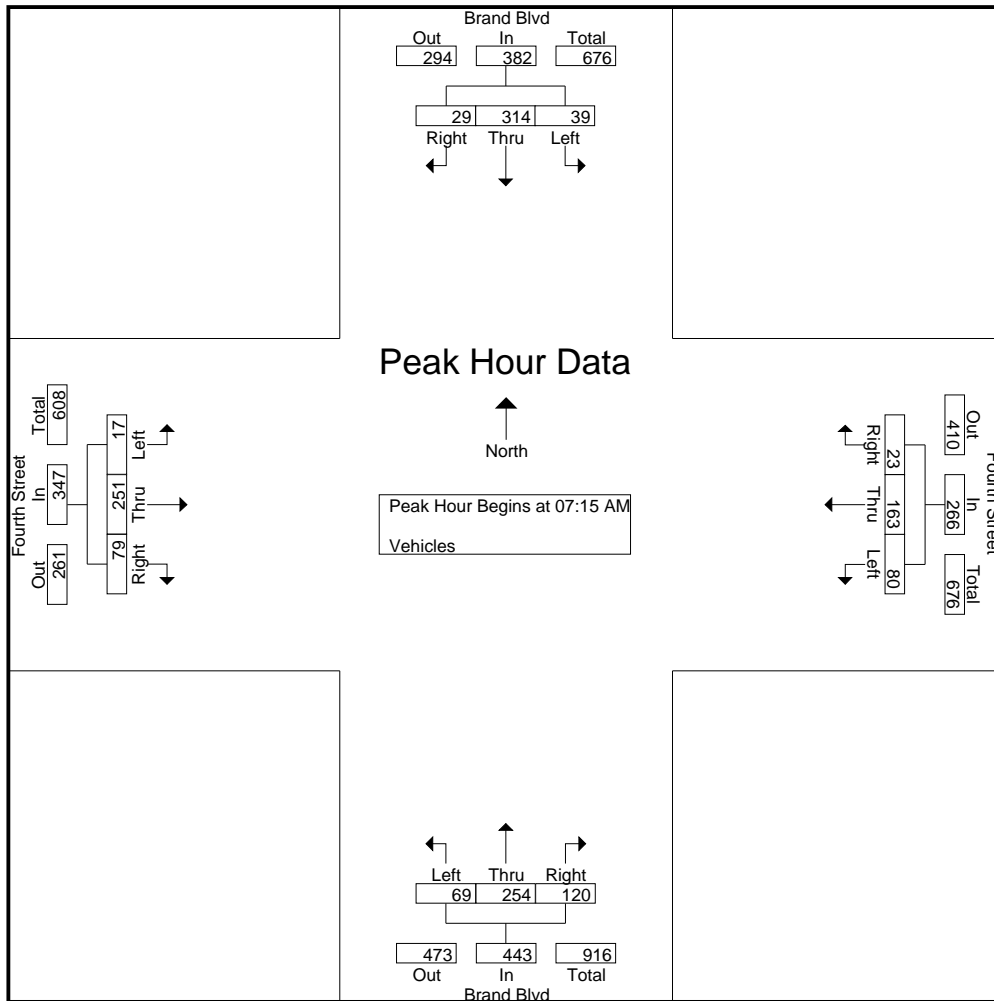
File Name : Brand\_Fourth

Site Code : 00000000

Start Date : 5/15/2018

Page No : 2

	Brand Blvd Southbound				Fourth Street Westbound				Brand Blvd Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	83	3	95	13	31	4	48	14	52	26	92	3	62	15	80	315
07:30 AM	14	101	14	129	20	47	7	74	21	72	35	128	3	75	27	105	436
07:45 AM	8	73	6	87	28	47	7	82	19	59	33	111	8	67	21	96	376
08:00 AM	8	57	6	71	19	38	5	62	15	71	26	112	3	47	16	66	311
Total Volume	39	314	29	382	80	163	23	266	69	254	120	443	17	251	79	347	1438
% App. Total	10.2	82.2	7.6		30.1	61.3	8.6		15.6	57.3	27.1		4.9	72.3	22.8		
PHF	.696	.777	.518	.740	.714	.867	.821	.811	.821	.882	.857	.865	.531	.837	.731	.826	.825





# CITY TRAFFIC COUNTERS

www.ctcounters.com

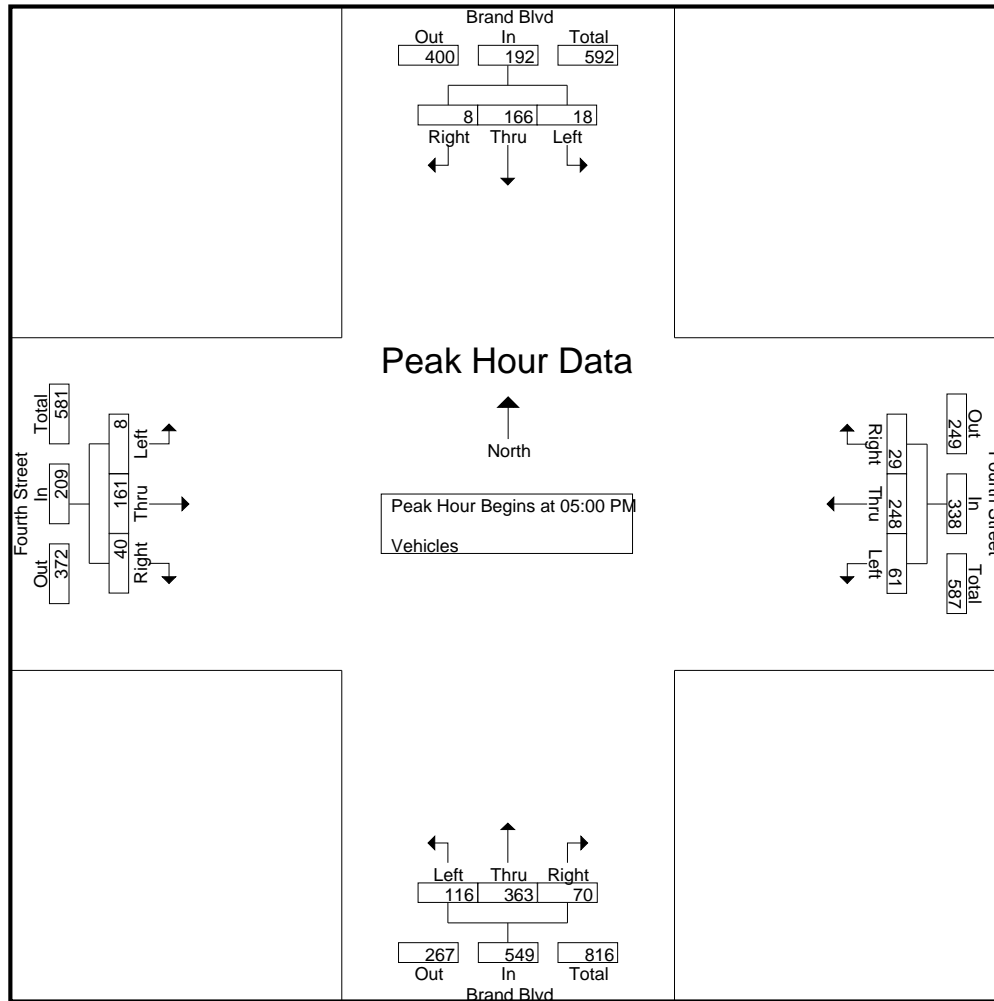
File Name : Brand\_Fourth

Site Code : 00000000

Start Date : 5/15/2018

Page No : 3

	Brand Blvd Southbound				Fourth Street Westbound				Brand Blvd Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	40	3	46	14	56	6	76	28	89	15	132	1	41	14	56	310
05:15 PM	5	42	3	50	15	61	8	84	27	103	16	146	1	38	9	48	328
05:30 PM	8	44	1	53	15	71	10	96	34	78	17	129	2	33	9	44	322
05:45 PM	2	40	1	43	17	60	5	82	27	93	22	142	4	49	8	61	328
Total Volume	18	166	8	192	61	248	29	338	116	363	70	549	8	161	40	209	1288
% App. Total	9.4	86.5	4.2		18	73.4	8.6		21.1	66.1	12.8		3.8	77	19.1		
PHF	.563	.943	.667	.906	.897	.873	.725	.880	.853	.881	.795	.940	.500	.821	.714	.857	.982



## **Intersection of Arroyo Street and 5<sup>th</sup> Street**



# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Arroyo\_5th

Site Code : 00000000

Start Date : 5/15/2018

Page No : 1

## Groups Printed- Vehicles

	Arroyo Ave Southbound			5th Street Westbound			Arroyo Ave Northbound			5th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	0	7	0	39	13	0	0	0	20	31	0	120
07:15 AM	14	0	22	0	70	10	0	0	0	34	65	0	215
07:30 AM	14	0	19	0	63	14	0	0	0	52	62	0	224
07:45 AM	7	0	39	0	83	9	0	0	0	45	41	0	224
Total	45	0	87	0	255	46	0	0	0	151	199	0	783
08:00 AM	11	0	24	0	68	25	0	0	0	45	37	0	210
08:15 AM	7	0	28	0	54	25	0	0	0	59	37	0	210
08:30 AM	9	0	16	0	40	15	0	0	0	31	23	0	134
08:45 AM	11	0	8	0	31	14	0	0	0	15	14	0	93
Total	38	0	76	0	193	79	0	0	0	150	111	0	647
04:00 PM	10	0	25	0	62	6	0	0	0	21	48	0	172
04:15 PM	6	0	21	0	60	15	0	0	0	26	29	0	157
04:30 PM	10	0	29	0	46	9	0	0	0	18	46	0	158
04:45 PM	2	0	24	0	83	11	0	0	0	21	35	0	176
Total	28	0	99	0	251	41	0	0	0	86	158	0	663
05:00 PM	6	0	26	0	65	13	0	0	0	22	54	0	186
05:15 PM	8	0	17	0	67	15	0	0	0	20	33	0	160
05:30 PM	7	0	27	0	60	6	0	0	0	25	32	0	157
05:45 PM	5	0	14	0	61	10	0	0	0	19	37	0	146
Total	26	0	84	0	253	44	0	0	0	86	156	0	649
Grand Total	137	0	346	0	952	210	0	0	0	473	624	0	2742
Apprch %	28.4	0	71.6	0	81.9	18.1	0	0	0	43.1	56.9	0	
Total %	5	0	12.6	0	34.7	7.7	0	0	0	17.3	22.8	0	

# CITY TRAFFIC COUNTERS

www.ctcounters.com

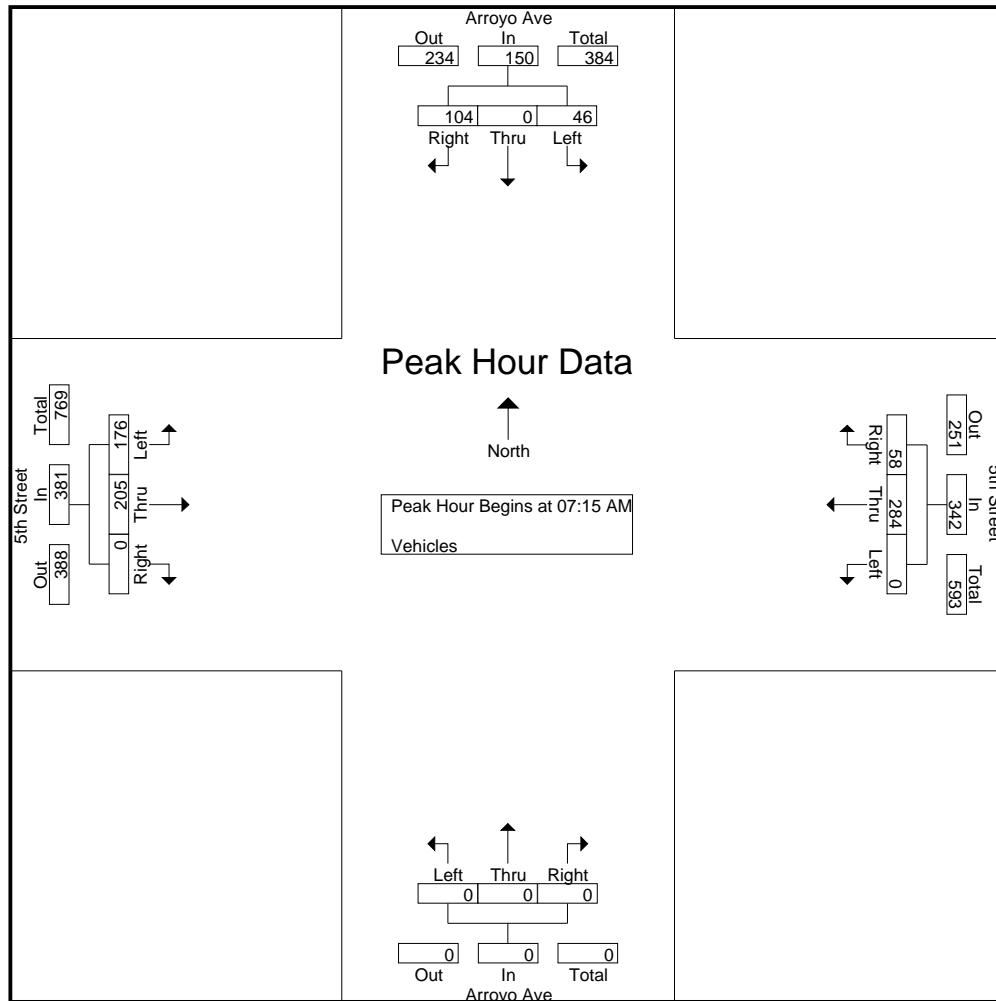
File Name : Arroyo\_5th

Site Code : 00000000

Start Date : 5/15/2018

Page No : 2

	Arroyo Ave Southbound				5th Street Westbound				Arroyo Ave Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	0	22	36	0	70	10	80	0	0	0	0	34	65	0	99	215
07:30 AM	14	0	19	33	0	63	14	77	0	0	0	0	52	62	0	114	224
07:45 AM	7	0	39	46	0	83	9	92	0	0	0	0	45	41	0	86	224
08:00 AM	11	0	24	35	0	68	25	93	0	0	0	0	45	37	0	82	210
Total Volume	46	0	104	150	0	284	58	342	0	0	0	0	176	205	0	381	873
% App. Total	30.7	0	69.3		0	83	17		0	0	0		46.2	53.8	0		
PHF	.821	.000	.667	.815	.000	.855	.580	.919	.000	.000	.000	.000	.846	.788	.000	.836	.974



# CITY TRAFFIC COUNTERS

www.ctcounters.com

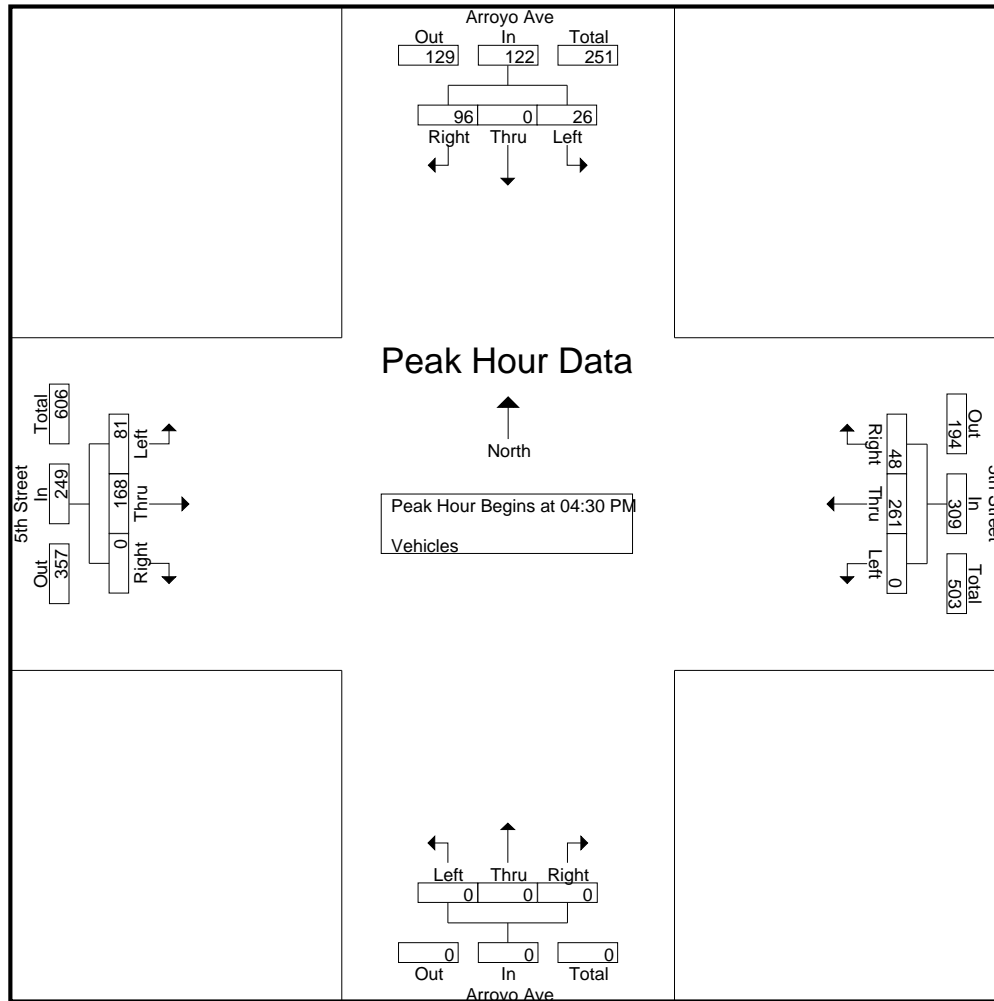
File Name : Arroyo\_5th

Site Code : 00000000

Start Date : 5/15/2018

Page No : 3

	Arroyo Ave Southbound				5th Street Westbound				Arroyo Ave Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	0	29	39	0	46	9	55	0	0	0	0	18	46	0	64	158
04:45 PM	2	0	24	26	0	83	11	94	0	0	0	0	21	35	0	56	176
05:00 PM	6	0	26	32	0	65	13	78	0	0	0	0	22	54	0	76	186
05:15 PM	8	0	17	25	0	67	15	82	0	0	0	0	20	33	0	53	160
Total Volume	26	0	96	122	0	261	48	309	0	0	0	0	81	168	0	249	680
% App. Total	21.3	0	78.7		0	84.5	15.5		0	0	0		32.5	67.5	0		
PHF	.650	.000	.828	.782	.000	.786	.800	.822	.000	.000	.000	.000	.920	.778	.000	.819	.914





## **Intersection of Arroyo Street and Glenoaks Boulevard**



# CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Arroyo\_Glenoaks

Site Code : 00000000

Start Date : 5/15/2018

Page No : 1

## Groups Printed- Vehicles

	Arroyo Ave Southbound			Glenoaks Blvd Westbound			Arroyo Ave Northbound			Glenoaks Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	40	7	17	2	106	62	3	15	6	19	254	7	538
07:15 AM	48	22	35	5	128	58	10	29	11	33	273	10	662
07:30 AM	44	24	32	6	165	52	17	35	4	35	251	10	675
07:45 AM	69	36	65	7	176	73	16	51	6	29	203	9	740
Total	201	89	149	20	575	245	46	130	27	116	981	36	2615
08:00 AM	88	23	47	7	205	58	25	37	7	19	195	9	720
08:15 AM	68	26	43	5	220	42	30	39	7	22	198	11	711
08:30 AM	59	12	35	10	222	44	38	24	9	22	196	17	688
08:45 AM	76	11	21	6	185	41	27	8	4	22	165	8	574
Total	291	72	146	28	832	185	120	108	27	85	754	45	2693
04:00 PM	82	25	55	5	208	37	8	23	20	21	186	5	675
04:15 PM	74	18	62	10	183	28	12	27	17	28	164	3	626
04:30 PM	89	19	51	9	166	25	7	25	16	14	171	2	594
04:45 PM	80	18	63	6	212	23	3	24	10	31	162	3	635
Total	325	80	231	30	769	113	30	99	63	94	683	13	2530
05:00 PM	105	21	61	9	196	17	6	17	18	25	185	4	664
05:15 PM	90	13	51	10	207	16	4	25	15	24	161	6	622
05:30 PM	73	27	59	4	239	20	3	19	6	24	172	8	654
05:45 PM	63	10	39	6	248	26	2	26	6	33	145	3	607
Total	331	71	210	29	890	79	15	87	45	106	663	21	2547
Grand Total	1148	312	736	107	3066	622	211	424	162	401	3081	115	10385
Apprch %	52.3	14.2	33.5	2.8	80.8	16.4	26.5	53.2	20.3	11.1	85.7	3.2	
Total %	11.1	3	7.1	1	29.5	6	2	4.1	1.6	3.9	29.7	1.1	

# CITY TRAFFIC COUNTERS

www.ctcounters.com

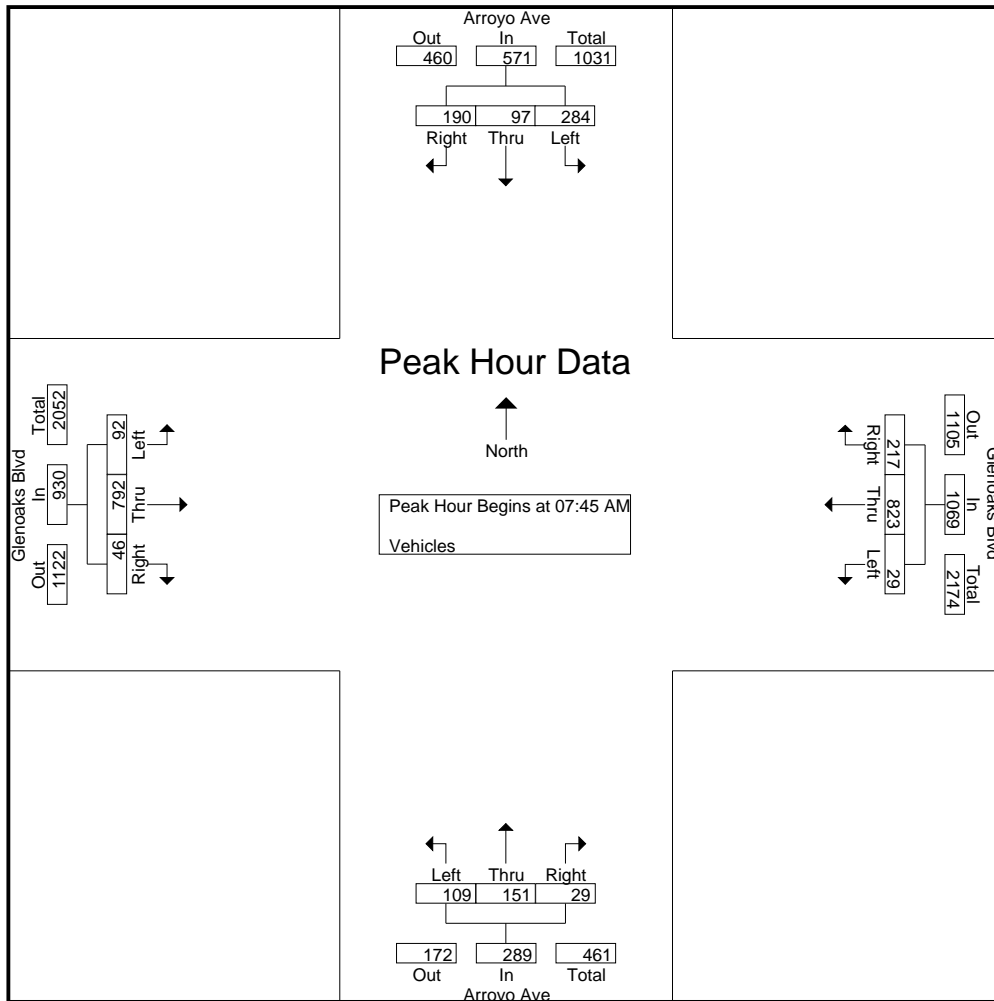
File Name : Arroyo\_Glenoaks

Site Code : 00000000

Start Date : 5/15/2018

Page No : 2

	Arroyo Ave Southbound				Glenoaks Blvd Westbound				Arroyo Ave Northbound				Glenoaks Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	69	36	65	170	7	176	73	256	16	51	6	73	29	203	9	241	740
08:00 AM	88	23	47	158	7	205	58	270	25	37	7	69	19	195	9	223	720
08:15 AM	68	26	43	137	5	220	42	267	30	39	7	76	22	198	11	231	711
08:30 AM	59	12	35	106	10	222	44	276	38	24	9	71	22	196	17	235	688
Total Volume	284	97	190	571	29	823	217	1069	109	151	29	289	92	792	46	930	2859
% App. Total	49.7	17	33.3		2.7	77	20.3		37.7	52.2	10		9.9	85.2	4.9		
PHF	.807	.674	.731	.840	.725	.927	.743	.968	.717	.740	.806	.951	.793	.975	.676	.965	.966



# CITY TRAFFIC COUNTERS

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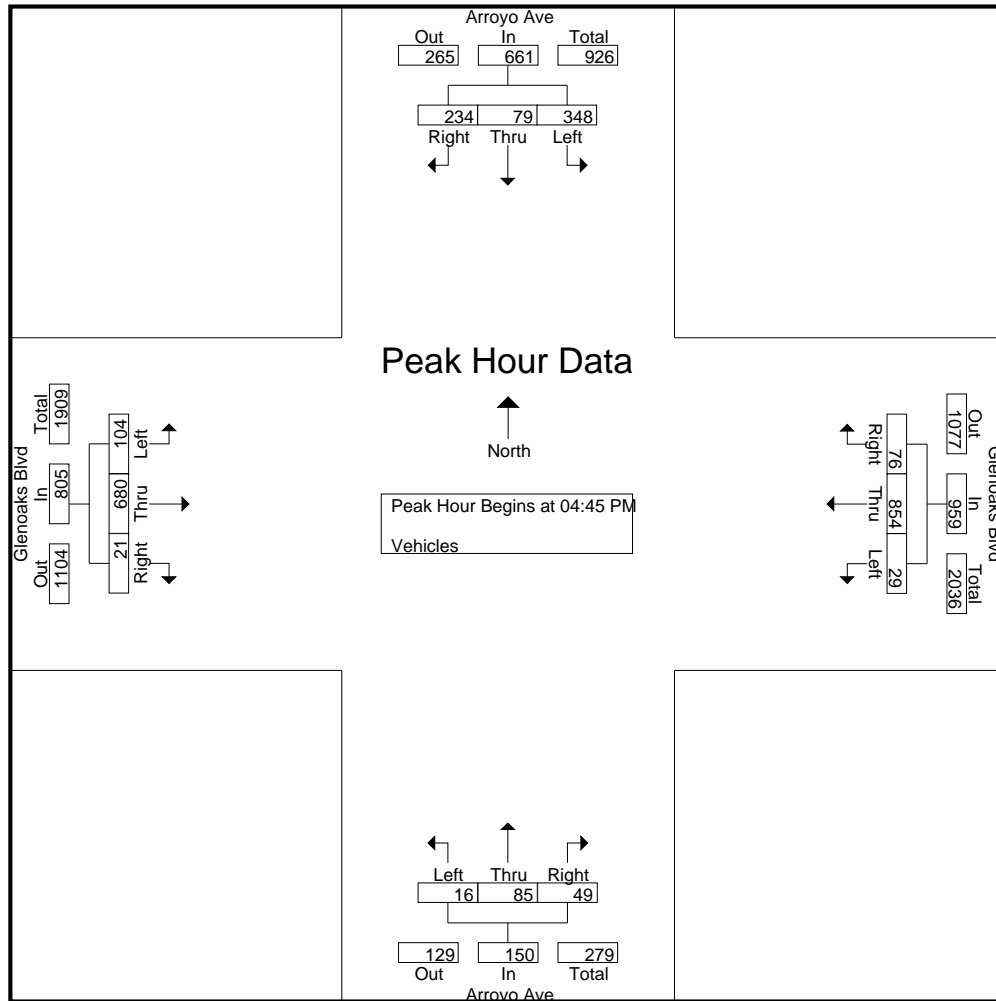
File Name : Arroyo\_Glenoaks

Site Code : 00000000

Start Date : 5/15/2018

Page No : 3

	Arroyo Ave Southbound				Glenoaks Blvd Westbound				Arroyo Ave Northbound				Glenoaks Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	80	18	63	161	6	212	23	241	3	24	10	37	31	162	3	196	635
05:00 PM	105	21	61	187	9	196	17	222	6	17	18	41	25	185	4	214	664
05:15 PM	90	13	51	154	10	207	16	233	4	25	15	44	24	161	6	191	622
05:30 PM	73	27	59	159	4	239	20	263	3	19	6	28	24	172	8	204	654
Total Volume	348	79	234	661	29	854	76	959	16	85	49	150	104	680	21	805	2575
% App. Total	52.6	12	35.4		3	89.1	7.9		10.7	56.7	32.7		12.9	84.5	2.6		
PHF	.829	.731	.929	.884	.725	.893	.826	.912	.667	.850	.681	.852	.839	.919	.656	.940	.970



***Level of Service Analysis  
ICU Calculation Sheets***



# INTERSECTION CAPACITY UTILIZATION ANALYSIS

**Location:** Park Avenue and 4th Street **City:** City of San Fernando  
**Project No.:** CCE2018-18 **Analyzed By:** MYR **File Name:** 2018-18-01 1

**Problem Condition:** Existing 2018 Traffic Conditions (Count Date: 5-15-18)  
Existing Geometric Configuration

Movement	Available Lanes		Peak		Hour		Volumes				Movement V/C		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.		Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	15	21	0	0	0	0	15	21	0.000	0.000	0.137	0.080
N/B Thru	1.0	1600	107	51	0	0	0	0	107	51	0.137	0.080		
N/B Right	0.0	0	97	56	0	0	0	0	97	56	0.000	0.000		
S/B Left	0.0	0	41	21	0	0	0	0	41	21	0.000	0.000	0.000	0.000
S/B Thru	1.0	1600	40	25	0	0	0	0	40	25	0.104	0.077		
S/B Right	0.0	0	85	77	0	0	0	0	85	77	0.000	0.000		
E/B Left	0.0	0	65	50	0	0	0	0	65	50	0.000	0.000	0.280	0.000
E/B Thru	1.0	1600	367	230	0	0	0	0	367	230	0.280	0.191		
E/B Right	0.0	0	16	25	0	0	0	0	16	25	0.000	0.000		
W/B Left	0.0	0	32	36	0	0	0	0	32	36	0.000	0.000	0.000	0.299
W/B Thru	1.0	1600	304	424	0	0	0	0	304	424	0.243	0.299		
W/B Right	0.0	0	52	19	0	0	0	0	52	19	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.417	0.379
									Lost Time:				0.100	0.100
									Total V/C:				0.517	0.479
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2018  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

**Lane Capacity**  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Park Avenue and 4th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-01 3

Problem Condition: Future 2020 Traffic Volumes with Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.		Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	15	21	0	0	0	0	15	21	0.000	0.000		
N/B Thru	1.0	1600	107	51	0	0	0	0	109	52	0.140	0.082	0.140	0.082
N/B Right	0.0	0	97	56	0	0	0	0	99	57	0.000	0.000		
S/B Left	0.0	0	41	21	0	0	0	0	42	21	0.000	0.000	0.000	0.000
S/B Thru	1.0	1600	40	25	0	0	0	0	41	26	0.106	0.078		
S/B Right	0.0	0	85	77	0	0	0	0	87	79	0.000	0.000		
E/B Left	0.0	0	65	50	0	0	0	0	66	51	0.000	0.000		0.000
E/B Thru	1.0	1600	367	230	0	0	0	0	374	235	0.286	0.194	0.286	
E/B Right	0.0	0	16	25	0	0	0	0	16	26	0.000	0.000		
W/B Left	0.0	0	32	36	0	0	0	0	33	37	0.000	0.000	0.000	
W/B Thru	1.0	1600	304	424	0	0	0	0	310	433	0.247	0.305		0.305
W/B Right	0.0	0	52	19	0	0	0	0	53	19	0.000	0.000		
ANALYSIS RESULTS :										Sum Of Critical V/C:			0.425	0.387
										Lost Time:			0.100	0.100
										Total V/C:			0.525	0.487
										Level Of Service:			A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
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# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Park Avenue and 4th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-01 5

Problem Condition: Future 2020 Traffic Volumes with Project and Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	15	21	0	0	0	0	15	21	0.000	0.000	0.140	0.000
N/B Thru	1.0	1600	107	51	0	0	0	0	109	52	0.140	0.082		
N/B Right	0.0	0	97	56	0	0	0	0	99	57	0.000	0.000		
S/B Left	0.0	0	41	21	0	0	0	0	42	21	0.000	0.000	0.000	0.085
S/B Thru	1.0	1600	40	25	0	0	0	0	41	26	0.108	0.085		
S/B Right	0.0	0	85	77	0	0	3	11	90	90	0.000	0.000		
E/B Left	0.0	0	65	50	0	0	11	3	77	54	0.000	0.000	0.293	0.000
E/B Thru	1.0	1600	367	230	0	0	0	0	374	235	0.293	0.196		
E/B Right	0.0	0	16	25	0	0	0	0	16	26	0.000	0.000		
W/B Left	0.0	0	32	36	0	0	0	0	33	37	0.000	0.000	0.000	0.305
W/B Thru	1.0	1600	304	424	0	0	0	0	310	433	0.247	0.305		
W/B Right	0.0	0	52	19	0	0	0	0	53	19	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.432	0.391
									Lost Time:				0.100	0.100
									Total V/C:				0.532	0.491
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Park Avenue and 5th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-02 1

Problem Condition: Existing 2018 Traffic Conditions (Count Date: 5-15-18)  
Existing Geometric Configuration

Movement	Available Lanes		Peak		Hour		Volumes				Movement V/C		Critical V/C			
			Existing		Other Proj.		Project		Study Vol.		Per Lane					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
N/B Left	0.0	0	37	52	0	0	0	0	37	52	0.000	0.000	0.129	0.109		
N/B Thru	1.0	1600	2	0	0	0	0	0	2	0	0.129	0.109				
N/B Right	0.0	0	167	123	0	0	0	0	167	123	0.000	0.000				
S/B Left	0.0	0	1	19	0	0	0	0	1	19	0.000	0.000			0.000	0.000
S/B Thru	1.0	1600	1	0	0	0	0	0	1	0	0.005	0.024				
S/B Right	0.0	0	6	19	0	0	0	0	6	19	0.000	0.000				
E/B Left	0.0	0	24	6	0	0	0	0	24	6	0.000	0.000	0.236	0.215		
E/B Thru	1.0	1600	217	88	0	0	0	0	217	88	0.183	0.065				
E/B Right	0.0	0	52	10	0	0	0	0	52	10	0.000	0.000				
W/B Left	0.0	0	151	87	0	0	0	0	151	87	0.000	0.000				
W/B Thru	1.0	1600	212	251	0	0	0	0	212	251	0.236	0.215				
W/B Right	0.0	0	14	6	0	0	0	0	14	6	0.000	0.000				
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.364	0.324		
									Lost Time:				0.100	0.100		
									Total V/C:				0.464	0.424		
									Level Of Service:				A	A		

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2018  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

**Location:** Park Avenue and 5th Street
**City:** City of San Fernando  
**Project No.:** CCE2018-18
**Analyzed By:** MYR
**File Name:** 2018-18-02 3

**Problem Condition:** Future 2020 Traffic Volumes with Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.		Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	37	52	0	0	0	0	38	53	0.000	0.000		
N/B Thru	1.0	1600	2	0	0	0	0	0	2	0	0.131	0.112	0.131	0.112
N/B Right	0.0	0	167	123	0	0	0	0	170	125	0.000	0.000		
S/B Left	0.0	0	1	19	0	0	0	0	1	19	0.000	0.000	0.000	0.000
S/B Thru	1.0	1600	1	0	0	0	0	0	1	0	0.005	0.024		
S/B Right	0.0	0	6	19	0	0	0	0	6	19	0.000	0.000		
E/B Left	0.0	0	24	6	0	0	0	0	24	6	0.000	0.000	0.000	0.000
E/B Thru	1.0	1600	217	88	0	0	0	0	221	90	0.187	0.066		
E/B Right	0.0	0	52	10	0	0	0	0	53	10	0.000	0.000		
W/B Left	0.0	0	151	87	0	0	0	0	154	89	0.000	0.000		
W/B Thru	1.0	1600	212	251	0	0	0	0	216	256	0.240	0.219	0.240	0.219
W/B Right	0.0	0	14	6	0	0	0	0	14	6	0.000	0.000		
ANALYSIS RESULTS :										Sum Of Critical V/C:			0.372	0.331
										Lost Time:			0.100	0.100
										Total V/C:			0.472	0.431
										Level Of Service:			A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_



# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Park Avenue and 5th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-02 5

Problem Condition: Future 2020 Traffic Volumes with Project and Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	37	52	0	0	1	5	39	58	0.000	0.000	0.134	0.125
N/B Thru	1.0	1600	2	0	0	0	0	0	2	0	0.134	0.125		
N/B Right	0.0	0	167	123	0	0	4	16	174	141	0.000	0.000		
S/B Left	0.0	0	1	19	0	0	0	0	1	19	0.000	0.000	0.000	0.000
S/B Thru	1.0	1600	1	0	0	0	0	0	1	0	0.005	0.024		
S/B Right	0.0	0	6	19	0	0	0	0	6	19	0.000	0.000		
E/B Left	0.0	0	24	6	0	0	0	0	24	6	0.000	0.000	0.000	0.000
E/B Thru	1.0	1600	217	88	0	0	0	0	221	90	0.190	0.068		
E/B Right	0.0	0	52	10	0	0	5	2	58	12	0.000	0.000		
W/B Left	0.0	0	151	87	0	0	15	5	169	94	0.000	0.000	0.250	0.222
W/B Thru	1.0	1600	212	251	0	0	0	0	216	256	0.250	0.222		
W/B Right	0.0	0	14	6	0	0	0	0	14	6	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.384	0.347
									Lost Time:				0.100	0.100
									Total V/C:				0.484	0.447
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Brand Boulevard and 4th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-03 1

Problem Condition: Existing 2018 Traffic Conditions (Count Date: 5-15-18)  
Existing Geometric Configuration

Movement	Available Lanes		Peak		Hour		Volumes				Movement V/C		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.		Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	69	116	0	0	0	0	69	116	0.043	0.073	0.043	0.227
N/B Thru	1.0	1600	254	363	0	0	0	0	254	363	0.159	0.227		
N/B Right	1.0	1600	120	70	0	0	0	0	120	70	0.075	0.044		
S/B Left	1.0	1600	39	18	0	0	0	0	39	18	0.024	0.011	0.011	0.214
S/B Thru	1.0	1600	314	166	0	0	0	0	314	166	0.214	0.109		
S/B Right	0.0	0	29	8	0	0	0	0	29	8	0.000	0.000		
E/B Left	0.0	0	17	6	0	0	0	0	17	6	0.000	0.000	0.000	0.217
E/B Thru	1.0	1600	251	161	0	0	0	0	251	161	0.217	0.129		
E/B Right	0.0	0	79	40	0	0	0	0	79	40	0.000	0.000		
W/B Left	0.0	0	80	61	0	0	0	0	80	61	0.000	0.000	0.000	0.211
W/B Thru	1.0	1600	163	248	0	0	0	0	163	248	0.166	0.211		
W/B Right	0.0	0	23	29	0	0	0	0	23	29	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.474	0.449
									Lost Time:				0.100	0.100
									Total V/C:				0.574	0.549
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2018  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Brand Boulevard and 4th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-03 3

Problem Condition: Future 2020 Traffic Volumes with Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	69	116	0	0	0	0	70	118	0.044	0.074	0.044	0.231
N/B Thru	1.0	1600	254	363	0	0	0	0	259	370	0.162	0.231		
N/B Right	1.0	1600	120	70	1	1	0	0	123	72	0.077	0.045		
S/B Left	1.0	1600	39	18	1	0	0	0	41	18	0.025	0.011	0.219	0.011
S/B Thru	1.0	1600	314	166	0	0	0	0	320	169	0.219	0.111		
S/B Right	0.0	0	29	8	0	0	0	0	30	8	0.000	0.000		
E/B Left	0.0	0	17	6	0	0	0	0	17	6	0.000	0.000	0.221	0.000
E/B Thru	1.0	1600	251	161	0	0	0	0	256	164	0.221	0.132		
E/B Right	0.0	0	79	40	0	0	0	0	81	41	0.000	0.000		
W/B Left	0.0	0	80	61	1	1	0	0	83	63	0.000	0.000	0.000	0.217
W/B Thru	1.0	1600	163	248	0	0	0	0	166	253	0.170	0.217		
W/B Right	0.0	0	23	29	0	1	0	0	23	31	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.484	0.460
									Lost Time:				0.100	0.100
									Total V/C:				0.584	0.560
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Brand Boulevard and 4th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-03 5

Problem Condition: Future 2020 Traffic Volumes with Project and Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	69	116	0	0	0	0	70	118	0.044	0.074	0.044	0.231
N/B Thru	1.0	1600	254	363	0	0	0	0	259	370	0.162	0.231		
N/B Right	1.0	1600	120	70	1	1	6	2	129	74	0.081	0.047		
S/B Left	1.0	1600	39	18	1	0	0	0	41	18	0.025	0.011	0.219	0.011
S/B Thru	1.0	1600	314	166	0	0	0	0	320	169	0.219	0.111		
S/B Right	0.0	0	29	8	0	0	0	0	30	8	0.000	0.000		
E/B Left	0.0	0	17	6	0	0	0	0	17	6	0.000	0.000	0.224	0.000
E/B Thru	1.0	1600	251	161	0	0	5	1	261	165	0.224	0.133		
E/B Right	0.0	0	79	40	0	0	0	0	81	41	0.000	0.000		
W/B Left	0.0	0	80	61	1	1	2	6	85	69	0.000	0.000	0.000	0.224
W/B Thru	1.0	1600	163	248	0	0	1	5	167	258	0.172	0.224		
W/B Right	0.0	0	23	29	0	1	0	0	23	31	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.487	0.467
									Lost Time:				0.100	0.100
									Total V/C:				0.587	0.567
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

**Location:** Arroyo Street and 5th Street
**City:** City of San Fernando  
**Project No.:** CCE2018-18
**Analyzed By:** MYR
**File Name:** 2018-18-04 1

**Problem Condition:** Existing 2018 Traffic Conditions (Count Date: 5-15-18)  
Existing Geometric Configuration

Movement	Available Lanes		Peak		Hour		Volumes				Movement V/C		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.		Per Lane			
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.000	0.000		
N/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
S/B Left	0.0	0	46	26	0	0	0	0	46	26	0.000	0.000		
S/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.094	0.076	0.094	0.076
S/B Right	0.0	0	104	96	0	0	0	0	104	96	0.000	0.000		
E/B Left	0.0	0	176	81	0	0	0	0	176	81	0.000	0.000		0.000
E/B Thru	1.0	1600	205	168	0	0	0	0	205	168	0.238	0.156	0.238	
E/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
W/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	
W/B Thru	1.0	1600	284	261	0	0	0	0	284	261	0.214	0.193		0.193
W/B Right	0.0	0	58	48	0	0	0	0	58	48	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.332	0.269
									Lost Time:				0.100	0.100
									Total V/C:				0.432	0.369
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2018  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_



# INTERSECTION CAPACITY UTILIZATION ANALYSIS

**Location:** Arroyo Street and 5th Street
**City:** City of San Fernando  
**Project No.:** CCE2018-18
**Analyzed By:** MYR
**File Name:** 2018-18-04 3

**Problem Condition:** Future 2020 Traffic Volumes with Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.000	0.000		
N/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
S/B Left	0.0	0	46	26	0	0	0	0	47	27	0.000	0.000		
S/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.096	0.078	0.096	0.078
S/B Right	0.0	0	104	96	0	0	0	0	106	98	0.000	0.000		
E/B Left	0.0	0	176	81	0	0	0	0	180	83	0.000	0.000	0.243	0.000
E/B Thru	1.0	1600	205	168	0	0	0	0	209	171	0.243	0.159	0.243	
E/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000		
W/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	
W/B Thru	1.0	1600	284	261	0	0	0	0	290	266	0.218	0.197		0.197
W/B Right	0.0	0	58	48	0	0	0	0	59	49	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.339	0.275
									Lost Time:				0.100	0.100
									Total V/C:				0.439	0.375
									Level Of Service:				A	A

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Arroyo Street and 5th Street City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-04 5

Problem Condition: Future 2020 Traffic Volumes with Project and Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C			
			Existing		Other Proj.		Project		Study Vol.							
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
N/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000		
N/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.000	0.000				
N/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000				
S/B Left	0.0	0	46	26	0	0	0	0	47	27	0.000	0.000				
S/B Thru	1.0	1600	0	0	0	0	0	0	0	0	0.105	0.081			0.105	0.081
S/B Right	0.0	0	104	96	0	0	15	5	121	103	0.000	0.000				
E/B Left	0.0	0	176	81	0	0	4	16	184	99	0.000	0.000	0.245	0.000		
E/B Thru	1.0	1600	205	168	0	0	0	0	209	171	0.245	0.169				
E/B Right	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000				
W/B Left	0.0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.197		
W/B Thru	1.0	1600	284	261	0	0	0	0	290	266	0.218	0.197				
W/B Right	0.0	0	58	48	0	0	0	0	59	49	0.000	0.000				
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.350	0.278		
									Lost Time:				0.100	0.100		
									Total V/C:				0.450	0.378		
									Level Of Service:				A	A		

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Arroyo Street and Glenoaks Boulevard City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-05 1

Problem Condition: Existing 2018 Traffic Conditions (Count Date: 5-15-18)  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour				Volumes				Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	109	16	0	0	0	0	109	16	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	151	85	0	0	0	0	151	85	0.181	0.094		
N/B Right	0.0	0	29	49	0	0	0	0	29	49	0.000	0.000		
S/B Left	0.0	0	284	348	0	0	0	0	284	348	0.000	0.000		
S/B Thru	1.0	1600	97	79	0	0	0	0	97	79	0.357	0.413	0.357	0.413
S/B Right	0.0	0	190	234	0	0	0	0	190	234	0.000	0.000		
E/B Left	1.0	1600	92	104	0	0	0	0	92	104	0.058	0.065	0.058	0.065
E/B Thru	2.0	3200	792	680	0	0	0	0	792	680	0.248	0.213		
E/B Right	1.0	1600	46	21	0	0	0	0	46	21	0.029	0.013		
W/B Left	1.0	1600	29	29	0	0	0	0	29	29	0.018	0.018		
W/B Thru	2.0	3200	823	854	0	0	0	0	823	854	0.325	0.291	0.325	0.291
W/B Right	0.0	0	217	76	0	0	0	0	217	76	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.739	0.769
									Lost Time:				0.100	0.100
									Total V/C:				0.839	0.869
									Level Of Service:				D	D

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2018  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Arroyo Street and Glenoaks Boulevard City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-05 3

Problem Condition: Future 2020 Traffic Volumes with Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	109	16	0	0	0	0	111	16	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	151	85	0	0	0	0	154	87	0.184	0.096		
N/B Right	0.0	0	29	49	0	1	0	0	30	51	0.000	0.000		
S/B Left	0.0	0	284	348	0	0	0	0	290	355	0.000	0.000		
S/B Thru	1.0	1600	97	79	0	0	0	0	99	81	0.364	0.421	0.364	0.421
S/B Right	0.0	0	190	234	0	0	0	0	194	239	0.000	0.000		
E/B Left	1.0	1600	92	104	0	0	0	0	94	106	0.059	0.066	0.059	0.066
E/B Thru	2.0	3200	792	680	0	1	0	0	808	695	0.252	0.217		
E/B Right	1.0	1600	46	21	0	0	0	0	47	21	0.029	0.013		
W/B Left	1.0	1600	29	29	1	0	0	0	31	30	0.019	0.018		
W/B Thru	2.0	3200	823	854	1	0	0	0	841	871	0.332	0.296	0.332	0.296
W/B Right	0.0	0	217	76	0	0	0	0	221	78	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.755	0.784
									Lost Time:				0.100	0.100
									Total V/C:				0.855	0.884
									Level Of Service:				D	D

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Arroyo Street and Glenoaks Boulevard City: City of San Fernando  
 Project No.: CCE2018-18 Analyzed By: MYR File Name: 2018-18-05 5

Problem Condition: Future 2020 Traffic Volumes with Project and Related Projects  
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	109	16	0	0	0	0	111	16	0.000	0.000	0.000	0.000
N/B Thru	1.0	1600	151	85	0	0	1	4	155	91	0.187	0.106		
N/B Right	0.0	0	29	49	0	1	3	12	33	63	0.000	0.000		
S/B Left	0.0	0	284	348	0	0	0	0	290	355	0.000	0.000		
S/B Thru	1.0	1600	97	79	0	0	3	1	102	82	0.366	0.422	0.366	0.422
S/B Right	0.0	0	190	234	0	0	0	0	194	239	0.000	0.000		
E/B Left	1.0	1600	92	104	0	0	0	0	94	106	0.059	0.066	0.059	0.066
E/B Thru	2.0	3200	792	680	0	1	0	0	808	695	0.252	0.217		
E/B Right	1.0	1600	46	21	0	0	0	0	47	21	0.029	0.013		
W/B Left	1.0	1600	29	29	1	0	12	4	43	34	0.027	0.021		
W/B Thru	2.0	3200	823	854	1	0	0	0	841	871	0.332	0.296	0.332	0.296
W/B Right	0.0	0	217	76	0	0	0	0	221	78	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.756	0.785
									Lost Time:				0.100	0.100
									Total V/C:				0.856	0.885
									Level Of Service:				D	D

## ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2018  
 Study Volume Year: 2020  
 Annual Growth Factor: 1.00 Percent

### Level Of Service Definition

Lane Capacity  
 Single Through Lane = 1600 Vehicles Per Hour  
 Single Turn Lane = 1600 Vehicles Per Hour  
 Dual Turn Lane = 2880 Vehicles Per Hour

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_







NOTICE OF A  
PUBLIC HEARING

THE CITY OF SAN FERNANDO PLANNING AND PRESERVATION COMMISSION

A public hearing on this matter and associated potential environmental impacts, if any, will be conducted by the City of San Fernando Planning and Preservation Commission on:

**DATE:** October 2, 2018

**TIME:** 6:30 p.m.

**HEARING LOCATION:** City Hall Council Chambers, 117 Macneil Street, San Fernando, CA 91340

**PROJECT LOCATION:** 510 Park Avenue, San Fernando, CA  
(Los Angeles County Assessor's Parcel No: 2519-023-800)

**APPLICATION:** Conditional Use Permit 2018-001 and Site Plan Review 2018-001

**PROJECT DESCRIPTION:**

The project consists of a request for the approval of a Conditional Use Permit for the operation of a warehouse and a Site Plan Review for the construction of a 168,990 square foot industrial building which would include approximately 7,000 square feet of office area within the M-1 Limited Industrial Zone. The project site is currently improved with a 17,768 square foot industrial building and is located on the southeastern corner of Park Avenue and Fifth Street.

Pursuant to the California Environmental Quality Act (CEQA) of 1970, a Mitigated Negative Declaration of Environmental Impact has been prepared indicating the project will not have a significant effect on the environment. A copy of the Mitigated Negative Declaration of Environmental Impact is on file in the Planning Department. Members of the public are invited to submit written comments regarding said report by or before the close of the public hearing. Written responses received by noon, September 27, 2018 will be included with the staff report for review by the Commission. The public review period for the Negative Declaration ran from August 17, 2018 and ended on September 5, 2018 at 5:30 p.m.

Interested members of the public may also provide verbal comments or written comments regarding any aspect of the proposed project (including the environmental documents referenced above) during the public comment portion of the public hearing on this matter. Please note that interested parties who may later wish to appeal or otherwise challenge any findings made or action taken by the Planning and Preservation Commission may be limited to appealing or challenging only those issues or concerns that were raised orally or in writing by or before the close of the public hearing conducted by the Planning and Preservation Commission.

For further information regarding this proposal, please contact Gerardo Marquez, Associate Planner at (818) 837-1540 or [gmarquez@sfcity.org](mailto:gmarquez@sfcity.org) or by written correspondence to: City of San Fernando, Community Development Department, 117 Macneil Street, San Fernando, CA 91340-2993.

  
Timothy T. Hou, AICP  
Director of Community Development

# ATTACHMENT "G"

1"=200'



DONNA'S RADIIUS MAPS  
DATE: 7/06/2018  
684 S GENTRY LANE  
ANAHEIM CA 92807  
714.971.2973



**MEETING DATE:** October 2, 2018

**COMMISSION CONSIDERATION:**

1. CHAIRPERSON TO OPEN THE ITEM AND REQUEST STAFF REPORT
2. STAFF PRESENTS REPORT
3. COMMISSION QUESTIONS ON STAFF REPORT
4. OPEN THE PUBLIC HEARING
5. PLANNING AND PRESERVATION COMMISSION DISCUSSION
6. RECOMMENDED ACTION:

A. To Continue:

"I move to continue City of San Fernando Cannabis Ordinance and Code Amendment No. 2018-002, to the following date..." (Roll Call Vote)

Moved:\_\_\_\_\_ Seconded:\_\_\_\_\_

Roll Call:\_\_\_\_\_

**ITEM 2:**

**City of San Fernando (Citywide)**  
**Cannabis Ordinance and Code Amendment No. 2018-002**





## AGENDA REPORT

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**To:** Planning and Preservation Commission Chairperson Durham and Commissioners

**From:** Timothy T. Hou, AICP, Director of Community Development

**Date:** October 2, 2018

**Subject:** **Code Amendment No. 2018-002 – Citywide Medicinal and Adult Use Commercial Cannabis Prohibitions and Regulations**

**Proposal:** The proposed Code Amendment would amend San Fernando Municipal Code Chapter 22 (Business) and Chapter 106 (Zoning) to prohibit Citywide medicinal and adult use commercial cannabis retail (both storefront dispensaries and non-storefront delivery services) and microbusinesses and to establish regulations and a discretionary review process for the allowance of medicinal and adult use commercial cannabis cultivation, distribution, and manufacturing in the M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Workplace Flex District within the San Fernando Corridors Specific Plan (SP-5) zone, and medicinal and adult use commercial cannabis laboratory testing in the C-1 (Limited Commercial), C-2 (Commercial), and SC (Service Commercial) commercial zones, M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Maclay, Downtown, Workplace Flex, Mixed-Use Corridor and Auto Commercial Districts within the San Fernando Corridors Specific Plan (SP-5) zone. Businesses would be subject to a 450-foot buffer from day cares, youth centers, and K-12 public and private schools. Code Amendment No. 2018-002 would also establish regulations for medicinal-only commercial cannabis deliveries made in the City that originate from outside of the City's boundaries.

**Applicant:** City of San Fernando

**Location:** Citywide

### **RECOMMENDATION:**

Staff recommends that, subsequent to the presentation and consideration of any public comment, the Planning and Preservation Commission ("Commission") open and continue the public hearing to November 7, 2018. At the subsequent meeting on November 7, 2018, the Commission will consider action on a resolution recommending to the City Council adoption of the proposed Cannabis ordinance and Code Amendment No. 2018-002 (Attachment "A") amending the San Fernando Municipal Code regarding prohibitions and regulations of medicinal and adult use commercial cannabis activities.



**BACKGROUND:**

**Legal Background**

1. In November 1996, California voters approved Proposition 215, known as the Compassionate Use Act, which decriminalized the use of medicinal cannabis in California for qualified patients with a physician's recommendation. Until recently, most, if not all, regulation of medicinal cannabis since the passage of Proposition 215 has been left to local governments like the City of San Fernando (the "City").
2. On November 8, 2016, California voters approved the Control, Regulate, and Tax Adult Use of Marijuana Act as Proposition 64 (Prop. 64), which authorized commercial cannabis activities, including the cultivation, manufacturing, retail sale, transportation, storage, delivery, and testing of cannabis. Prop. 64 provides state and local licensing for cannabis business activity.
3. In June 2017, the California Legislature addressed discrepancies between the Medical Cannabis Regulation and Safety Act ("MCRSA") and Prop. 64 through Senate Bill 94, the Medicinal and Adult-Use Cannabis Regulation and Safety Act ("MAUCRSA"), which harmonized elements of the MCRSA and Prop. 64 to establish a streamlined singular regulatory and licensing structure for both medical and nonmedical cannabis activities. MAUCRSA refers to medical cannabis as "medicinal cannabis" and nonmedical/recreational cannabis as "adult-use cannabis."
4. MAUCRSA allows cities to ban or regulate any or all medicinal and/or adult-use commercial cannabis activities.

**City Council and Ad Hoc Committee Background**

1. On December 5, 2016, the City Council discussed the potential for allowing so-called commercial cannabis activities in the City. "Commercial cannabis activities" encompasses cannabis business activities from seed to sale, including, but not limited to, cultivation, manufacturing, distribution, and laboratory testing. Based on that discussion, staff and the City Attorney's Office developed a series of two presentations to analyze possible alternatives to be considered by the City Council when evaluating whether to allow limited commercial cannabis uses in the City.
2. On January 17, 2017, the City Council received the first of two presentations on the, "Regulatory Alternatives Under the MCRSA and the Adult Use of Marijuana Act (Prop. 64)." The presentation by the City Attorney's Office focused on the following topics:
  - a. Past legislative actions related to cannabis adopted at the state and federal levels, including discussion of MCRSA and Prop. 64;

- b. Seed to Sale: medical/nonmedical commercial activity;
  - c. State Licensing Categories under MCRSA and Prop. 64;
  - d. Potential commercial and medical activities authorized under MCRSA and Prop. 64;
  - e. Potential City Code amendments and licensing; and
  - f. Potential Sites Analysis based on 600 foot buffer from schools and youth institutes.
3. On February 6, 2017, the City Council received the second presentation from David McPherson from HdL Companies, which focused on the following topics:
- a. General understanding of the marijuana industry;
  - b. Strategies for implementation of a cannabis program, including the regulatory framework, application process and entitlement processes;
  - c. Taxation vs. development agreement options to generate revenue;
  - d. Public safety considerations based on best practices in other states and municipalities;
  - e. Feasibility of including a local hire provision in the development agreement and Conditional Use Permit (CUP) application process; and
  - f. Identify salary ranges for jobs in the cultivation, manufacturing, production, and work related to the aforementioned cannabis businesses.
4. On February 6, 2017, the City Council also appointed an Ad Hoc Committee (Mayor Ballin and Vice Mayor Lopez) to work with staff to develop an outreach program and develop recommendations regarding an appropriate industry in San Fernando, if any.
5. On May 1, 2017, the City Council awarded a professional service agreement to HdL Companies to provide services related to the development and implementation of a local cannabis regulation and permitting program. HdL Companies has assisted local and state agencies in developing cannabis policies for regulation, compliance, auditing and economic development.
6. On September 18, 2017, the City Council adopted Urgency Ordinance No. 1669 prohibiting all medical and nonmedical commercial cannabis activities, except certain medicinal deliveries from licensed businesses to qualified patients and caregivers. This action was taken to allow time to contemplate regulatory and prohibitory options.

7. In October and November 2017, the Ad Hoc Committee, City staff and the Consultant, worked together to develop a public outreach plan, which included a series of workshops and a survey to solicit community input.
8. In January and February 2018, the City held a total of four (4) public workshops to discuss the potential of creating a commercial cannabis industry in the City. A distinct flyer (in English and Spanish) was sent out with every water bill in the City and the meetings were promoted on the City's website and social media. The survey was also made available at all public meetings and online.
9. On July 2, 2018, the City Council received a comprehensive report and presentation from the Cannabis Ad Hoc Committee (Mayor Ballin and Vice Mayor Lopez), City staff and HdL (special consultant) regarding development of a commercial cannabis regulation and permitting program in the City of San Fernando.
10. On August 6, 2018, the City Council directed staff to prepare a draft Cannabis Ordinance to permit the following activities:
  - a. Medicinal and Adult Use Cannabis Cultivation in the City's manufacturing zones with a 450-foot buffer from sensitive receptors (i.e., K-12 schools, day cares, and youth centers).
  - b. Medicinal and Adult Use Cannabis Manufacturing in the City's manufacturing zones with a 450-foot buffer from sensitive receptors.
  - c. Medicinal and Adult Use Cannabis Distribution in the City's manufacturing zones with a 450-foot buffer from sensitive receptors.
  - d. Medicinal and Adult Use Cannabis Laboratory Testing in the City's commercial and manufacturing zones with a 450-foot buffer from sensitive receptors.
11. On September 17, 2018, the City Council reviewed an outline of the draft Cannabis Ordinance. The City Council directed staff to make certain refinements to the language and to advance the draft Cannabis Ordinance and code amendment to the Planning and Preservation Commission for initial consideration.
12. On September 20, 2018, a public hearing notice was published in the print and online versions of the legal advertisement section of the *San Fernando Valley Sun* (Attachment "B") and posted at the two City Hall bulletins.

**ANALYSIS:**

**Public Information and Outreach**

Over the past year, the Cannabis Ad Hoc Committee focused on collecting community input to measure community preferences and assist with formulating a recommendation to the full Council that contemplates all options, which range from a complete ban to regulatory options with respect to medicinal and adult use commercial cannabis activities in San Fernando.

In order to make sure the community was notified of the four community workshops that were held throughout January and February 2018, an easily identifiable flyer available in English and Spanish (Attachment “C”) was developed and included in the December 2017 and January 2018 water bills. In addition, staff provided a full social media campaign and placed quarter page ads in the *San Fernando Valley Sun Newspaper* to ensure the community was well aware of the community workshops.

Staff worked with the Ad Hoc Committee to develop a community survey, available in English and Spanish. The survey was available at City Hall, provided to attendees at all community workshops, and accessible online through the clearly identifiable “Cannabis Kiosk” on the City’s website (<http://ci.san-fernando.ca.us/cannabis-industry/>).

Ultimately, the City mailed approximately 5,000 flyers, ran four ads (two in English; two in Spanish) in the *San Fernando Valley Sun Newspaper* (circulation of 6,000 homes in the San Fernando-Sylmar area with an additional 4,000 distributed through racks in densely populated areas of the San Fernando Valley), and reached 10,897 individuals on social media. This community engagement effort resulted in 85 individuals attending the community workshops, 1,523 views of the meetings via Facebook live, and 180 surveys being submitted.

**Community Workshops**

In May 2017, City Council awarded a professional services contract to HdL Companies to assist with exploring and developing appropriate cannabis regulations for the City. Over the past year, HdL worked closely with staff and the Ad Hoc Committee to develop an informational PowerPoint presentation (Attachment “D”), which was presented at all community workshops. HdL, with assistance from the City Attorney’s office, attended all community workshops to serve as subject matter experts.

A series of four community workshops were held throughout January and February 2018:

1. Thursday, January 18, 2018; 6:30 pm at Recreation Park
2. Saturday, January 27, 2018; 2:00 pm at Las Palmas Park
3. Thursday, February 1, 2018; 6:30 pm at City Council Chambers
4. Saturday, February 10, 2018; 2:00 pm at City Council Chambers

A total of 85 individuals attended the meetings in person and viewed the meetings virtually 1,523 times on Facebook live. Each workshop lasted approximately one hour. The workshops included a mix of residents, business owners, industry representatives, and other interested community members. With a few exceptions, input at the meetings tended to be positive. The general sentiment was that, since adult use of recreational cannabis is now legal in the state, San Fernando should work to create a regulated market and exercise some level of control rather than just react to the inevitable illegal activity. There were also a few residents that touted the medical benefits of cannabis and its significant impact on their quality of life. They urged the City to recognize the importance of availability for medicinal cannabis.

Those that opposed cannabis regulation generally felt that legalizing cannabis activities in the City will be detrimental to the City's youth and will negatively impact the City's character. There was also concern that regulated cannabis businesses could lead to additional crime in the City.

### **Survey Results**

The City received 68 hardcopy surveys and 112 online surveys for a total of 180 surveys. The hard copy and online surveys both included a question asking for the respondent's address. Although this was a voluntary field, 105 of 180 respondents included an address. Of those, 79 provided an address located in San Fernando.

The survey (Attachment "E") was structured to solicit responders' reactions as well as provide information on some potential regulatory measures and possible ways the additional resources may be used to improve the community. Section 1 gauged responders' initial reaction to medical and commercial cannabis cultivation, manufacture, and sale. Section 2 asked responders to identify their main concerns with allowing medical and commercial cannabis activity in the City. Section 3 provided information on possible regulatory activities the City may implement and asked the responder to rate their reaction to medical and commercial cannabis activities considering the possible regulatory activity. Section 4 asked how the responder would like revenue generated from a cannabis program spent. Finally, Section 5 asked the responders' reaction to medical and commercial cannabis cultivation, manufacture, and sale after considering the information provided in the survey. The results are as follows (full summary provided as Attachment "F"):

*Question 1:* Should the City allow and regulate cannabis activity? (Percent "Yes" shown)

	<b>Medicinal</b>	<b>Commercial</b>
<b>Cultivation</b>	67.1%	57.2%
<b>Manufacture</b>	68%	57.2%
<b>Sale</b>	64.8%	52.5%

*Question 2:* How concerned are you that regulated cannabis would create the following issues in the City? (Percent “Very Concerned” shown)

	<b>Very Concerned</b>
<b>Negative Impact on Youth</b>	42.6%
<b>Crime Issues</b>	38.2%
<b>Mental Health Issues</b>	35.6%
<b>Public Health</b>	35.2%
<b>Environmental Issues</b>	29.4%

*Question 3:* If the City requires a cannabis business to conduct thorough employee background checks through the SFPD; install a physical security system that secures both the property and the building; use security guards to keep employees and customers safe; install odor control. How likely are you to support cultivation, manufacturing or sale of cannabis in the City? (Percent “Likely” shown)

	<b>Likely</b>
<b>Cultivation</b>	62.1%
<b>Manufacture</b>	60.5%
<b>Sale</b>	58.2%

*Question 4:* If the City were to proceed with cannabis regulation, how would you like to see the revenues spent? Please check three.

	<b>Priority</b>
<b>Enhance Street and Sidewalk Improvements</b>	59.9%
<b>Youth Education Programs</b>	58.6%
<b>Parks, Play Equipment, and Sports Fields</b>	52.5%
<b>Substance Abuse Outreach Programs</b>	46.3%
<b>Fund Police School Resource Officer</b>	39.5%
<b>Art and Culture Programs</b>	38.3%
<b>Reinstitute Fourth of July Celebration Event</b>	22.2%
<b>Other</b>	17.9%

*Question 5:* After considering the information provided in the survey, do you now feel the City should allow and regulate cannabis activity? (Percent “Yes” shown)

	<b>Medicinal</b>	<b>Commercial</b>
<b>Cultivation</b>	67.6%	59.0%
<b>Manufacture</b>	68.6%	59.6%
<b>Sale</b>	66.5%	56.2%



Key themes emerged from the survey results:

- More than 56% of respondents supported all types of regulated cannabis activity in the City.
- Respondents supported medicinal cannabis activity at a greater rate than commercial cannabis activity (66.5% support for medicinal cannabis vs. 56.2% support for commercial cannabis).
- Respondents supported cultivation and manufacturing more than sale.
- Respondents were slightly more likely to support cannabis activity after receiving the information provided in the survey.
- Respondents were most concerned about the negative impact on youth and crime issues.
- Respondents cannabis revenue expenditure priorities were streets and sidewalk repairs, youth education programs, and parks, play equipment, and sports fields.

### **Ad Hoc Committee Consensus**

After carefully considering all of the public input and the City's needs, the Cannabis Ad Hoc Committee came to a consensus recommendation to City Council to allow the following medicinal and adult-use commercial activities.

1. **Cultivation**: Cultivation is the growing of cannabis plants to be sold to cannabis manufacturing businesses and ultimately turned into a final consumer product. This activity is typically conducted indoors in a secure warehouse type facility. Consensus was reached to recommend allowing medicinal and adult-use cannabis cultivation within the City's manufacturing (M-1 and M-2) zones with a 300-foot buffer from schools and youth centers.
2. **Manufacturing**: Manufacturing is the process of turning the raw cannabis plant material into consumer products, including, but not limited to, food products, cosmetic products, oils and supplements. This activity is typically conducted in a manufacturing facility, often times with a commercial kitchen and other large commercial production equipment. Consensus was reached to recommend allowing medicinal and adult-use cannabis manufacturing within the City's manufacturing (M-1, M-2, and a portion of SP-5) zones with a 300-foot buffer from schools and youth centers.
3. **Distribution**: Distribution is the most commonly misunderstood commercial cannabis activity. Many improperly understand it to mean the retail sale of cannabis, which is not the case. Distributors actually act as the transporter of cannabis or cannabis products between licensees along the seed to sale model. State law requires that only state and locally licensed distributors can transfer cannabis or cannabis products from, for example, a cultivator to a manufacturer or a manufacturer to a retail establishment. Distributors are also responsible for collecting certain taxes and arranging for laboratory testing.
4. **Laboratory Testing**: Testing is the analysis of cannabis plants and products to determine the residual solvents, physical and microbial contamination, potency, and terpenes, among other things, for labeling and reporting purposes. This activity is done in a clean medical

laboratory environment similar to testing of medical samples. Consensus was reached to recommended allowing testing within the City’s commercial (C-1, C-2, SC, and portions of SP-5) and manufacturing (M-1, M-2, and a portion of SP-5) zones with a 300-foot buffer from schools and youth centers.

5. *Number of Permits*: The Ad Hoc Committee discussed whether there should be a limited number of permits offered in each category. Since the area where these activities would be allowed is already limited to a small segment of the City, the Ad Hoc is not recommending a finite number of permits to be issued. Rather, they are recommending that each application be evaluated based on its merits, including the ability to operate a successful, high performing business. More information regarding the recommended process for awarding permits is provided in the “Recommended Permitting Process” section of this report.

### **Additional Considerations**

Despite a lack of consensus, the Ad Hoc Committee felt that the City Council should discuss and provide direction on the following issues:

1. *Storefront Retail Dispensaries*: The City may allow storefront retail dispensaries from licensed premises that conduct onsite sales of cannabis and cannabis products and are open to the public. Such establishments may also be authorized to conduct retail delivery services of such products. The location of these licensed operations can be limited by the City to provide a buffer from sensitive receptors identified by the City. The City would have discretion to set any applicable buffer and any sensitive uses applicable to such buffer.
2. *Non-storefront Retail (i.e. delivery only)*: The City may allow non-storefront retail operations that is not open to the public. A non-storefront retailer is a point-of-sale retailer that sells and delivers cannabis or cannabis products to consumers from a licensed premises; however, those premises are not open to the public and sales are conducted exclusively by delivery. The location of these licensed operations can be limited by the City to provide a buffer from sensitive receptors identified by the City. The City would have discretion to set any applicable buffer and any sensitive uses applicable to such buffer.

NOTE: Medicinal-only cannabis delivery services are currently authorized with a valid permit under the City Code for licensed businesses located outside the City limits. To date, no businesses have applied for this City permit.

3. *Vertical Integration through Microbusinesses*: “Vertical integration” occurs when a business is allowed to engage in multiple components of the seed to sale process. by allowing applicants to obtain multiple licenses on one property. For example, the City may approve a license to cultivate cannabis plants as well as manufacture the cannabis raw material into a consumer product on the same site. State law provides for a specific type of license for so-

called microbusinesses that requires the licensee to engage in no less than three of four possible activities on its premises: cultivation, manufacturing, distribution, and/or retail, subject to specific limitations, e.g. microbusinesses are subject to a cultivation limit of no more than 10,000 square feet. Cities are authorized to limit which activities microbusinesses may engage in. For example, a city may authorize microbusinesses to engage in cultivation, manufacturing, and distribution, but not retail activities.

4. **Revenue Generation:** There are a number of mechanisms for generating revenue from a cannabis program. There will be a non-refundable application fee required from each applicant before the City starts processing a permit application. This fee will be set to fully recover the cost of processing, reviewing, and vetting each application and applicant. There will also be user fees required for any planning and building permits required for facility improvements. These are one time fees for which the City is limited to cost recovery.

In addition to one-time fees, the City can generate revenue through implementing new cannabis related taxes. These would be on-going revenues to be used to offset on-going costs associated with regulation and oversight of a cannabis program as well as provide funding for community benefits and other community programs and projects. Potential tax structures for each type of activity is included in the Budget Impact Section. Pursuant to state law, new taxes will need to be approved by voters at a general election. If directed to move forward, staff will work closely with HdL and City Council to develop proposed tax structures and will present the proposed taxes to voters for approval in November 2020.

Net revenue generated by a cannabis program ranges widely depending on the activities supported by the City. At the low end, (i.e., minimum revenue generated by only consensus activities less the maximum expenses per year), the resulting projected net revenue is \$16,500 per year and on the high end (i.e., maximum revenue generated by the consensus activities less minimum expense per year), the resulting net revenue is \$570,000 per year. Projected net revenue generated from a cannabis program would be available to fund priority items identified in the community survey.

#### **Recommended Permitting Process**

The Ad Hoc Committee recommended that a conditional use permit and development agreement be required for all potential commercial cannabis businesses in the City.

#### **Conditional Use Permit (CUP)**

A CUP is a discretionary land use approval that requires Planning and Preservation Commission approval and both public noticing and a public hearing to obtain community input on a proposed project. CUPs consider projects in light of the public welfare and customize conditions to ensure that businesses further the public interest and welfare. The CUP would allow the City to tailor conditions and regulations on proposed businesses based upon the impact on the community and vicinity. Conditions often address signage, hours of operation, parking, security,

noise, and odor. Such conditions, however, must reasonably related to the use of the property to be valid.

**Development Agreement (DA)**

A DA is a contract negotiated between a developer and the City, subject to approval by both the Planning and Preservation Commission and the City Council. The DA is beneficial in that it allows for creative land use development through give-and-take negotiations in which both parties address their respective needs and desires. DAs are advantageous to the City in that conditions can be imposed that are not limited to being reasonably related to the use of the property. If the parties agree to a term, then it can be imposed. A DA is also useful in that it is a vehicle for the Developer's provision of public community benefits to the City, including:

- The payment of annual business fees;
- Drug prevention education programs;
- Scholarships;
- Health clinics;
- Infrastructure improvements; and
- Other community benefits desired by City.

**Proposed Code Amendment No. 2018-002**

On August 5, 2018, City Council directed staff to initiate a draft Cannabis ordinance and code amendment. After discussion and review of a an outline for the proposed Cannabis ordinance on September 17, 2018, City Council directed staff to prepare regulations that ultimately reflect the vast majority of the Ad Hoc Committee's recommendations, but which propose the following modifications:

- Increases the distance required from sensitive receptors from a 300-foot buffer to a 450-foot buffer for permitted activities
- Incorporates an anti-lobbying provision
- Includes a point system for evaluating applications which provide for community benefits or labor peace agreements
- Increases flexibility for labor peace agreements for cannabis businesses

The proposed Code Amendment would amend San Fernando Municipal Code Chapter 22 (Business) and Chapter 106 (Zoning) to prohibit medicinal and adult use commercial cannabis retail, both storefront dispensaries and non-storefront delivery services citywide. The proposed Code Amendment would prohibit microbusinesses as well.

In terms of permissible uses, the proposed Code Amendment would amend the Municipal Code to establish regulations and a discretionary review process for the allowance of medicinal and adult use commercial cannabis cultivation, distribution, and manufacturing in the M-1 (Limited

Industrial) and M-2 (Light Industrial) manufacturing zones, and the Workplace Flex District within the San Fernando Corridors Specific Plan (SP-5) zone.

Second, it would establish regulations and a discretionary review process for the allowance of medicinal and adult use commercial cannabis laboratory testing in both commercial zones, including the C-1 (Limited Commercial), C-2 (Commercial), and SC (Service Commercial) zones, and industrial zones, including the M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Maclay, Downtown, Workplace Flex, Mixed-Use Corridor and Auto Commercial Districts within the San Fernando Corridors Specific Plan (SP-5) zone.

All businesses would be subject to a 450-foot buffer from day cares, youth centers, and K-12 public and private schools (Attachment “G”). Code Amendment No. 2018-002 would also establish regulations for medicinal-only commercial cannabis deliveries made in the City that originate from outside of the City’s boundaries.

#### **Tentative Implementation Schedule**

The tentative implementation schedule for the Cannabis Program is as follows:

October 2, 2018	Planning and Preservation Commission initial consideration of Ordinance/City Code amendment
November 7, 2018	Planning and Preservation Commission continued consideration of Ordinance/City Code amendment for prospective recommendation to the City Council, if necessary – Special meeting
November 19, 2018	City Council consideration of first reading of Ordinance
December 3, 2018	City Council consideration of second reading of Ordinance and Resolution approving fees and applications
January 3, 2019	Applications available
February 13, 2019	Applications due
February 2019 / March 2019	Application review
April 2019	Applicant interviews
April 2019 / May 2019	Applicants apply for Conditional Use Permit (CUP) and Development Agreement (DA)
Late Spring 2019 / Summer 2019	Entitlements/Permits Issued

Most notably, the tentative implementation schedule includes multiple dates for the Commission to consider the Ordinance and Code Amendment for prospective recommendation to the City Council. While this schedule is tentative and subject to change, it currently suggests that the Commission continue consideration of this matter at its next regular meeting, anticipated for November 7, 2018. That meeting would be the first opportunity for the Commission to consider approval of a resolution that provides recommendations to City Council on the Ordinance and Code Amendment.

**ENVIRONMENTAL DETERMINATION:**

In order to approve a proposed code amendment, the Planning and Preservation Commission is required to make certain findings. With regards to environmental review, the proposed code amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061(b)(3) because the code amendment will not result in a direct or reasonably foreseeable indirect physical change in the environment, does not constitute a “project,” and has no potential for causing a significant effect on the environment. Further, Business and Professions Code Section 26055(h) exempts from CEQA local ordinances, such as the proposed code amendment, that authorizes commercial cannabis activity through discretionary review and approval, which this code amendment requires.

**CONCLUSION:**

Subsequent to the presentation and consideration of any public comment, staff recommends that the Commission open and continue the public hearing to November 7, 2018. At the subsequent meeting on November 7, 2018, the Commission will have the first opportunity to consider action on a resolution recommending to the City Council adoption of the proposed Cannabis ordinance and Code Amendment No. 2018-002 amending the San Fernando Municipal Code regarding prohibitions and regulations of medicinal and adult use commercial cannabis activities.

**ATTACHMENTS:**

- A. Proposed Cannabis Ordinance
- B. Notice of Public Hearing (Published)
- C. Community Meeting Flyer
- D. HdL Presentation
- E. Community Survey
- F. Community Survey Results Summary
- G. 450-Foot Buffer Map





**ORDINANCE NO. \_\_\_\_\_  
(CODE AMENDMENT NO. 2018-002)**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN FERNANDO AMENDING CHAPTER 22 (BUSINESSES) AND CHAPTER 106 (ZONING) TO REGULATE COMMERCIAL CANNABIS CULTIVATION, DISTRIBUTION, MANUFACTURING, AND LABORATORY TESTING WITHIN CERTAIN SPECIFIED ZONES AND PROHIBIT COMMERCIAL CANNABIS RETAIL (DISPENSARIES AND DELIVERIES) AND MICROBUSINESSES CITYWIDE EXCEPT PERMITTED MEDICINAL CANNABIS DELIVERY ACTIVITIES ORIGINATING FROM LICENSED ESTABLISHMENTS OUTSIDE OF THE CITY’S BOUNDARIES**

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN FERNANDO, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

**SECTION 1.** The facts set forth in the recitals above are true and correct and incorporated into the body of this Ordinance by this reference.

**SECTION 2.** Division 18 (Medical Marijuana/Cannabis Prohibitions) of Article VI (General Regulations) of Chapter 106 (Zoning) of the San Fernando Municipal Code is hereby renamed and amended to read as follows:

**Division 18 – Commercial Cannabis Zoning**

**Section 106-1511 – Prohibition.**

Sections 22-496, 22-497, and 22-498 of this Code notwithstanding, the establishment or operation of commercial cannabis microbusinesses and retail businesses (including storefront and non-storefront establishments) is expressly prohibited in all zones throughout the City.

**Section 106-1512 – Authorized Activities.**

Commercial cannabis cultivation, manufacturing, distribution, and laboratory testing shall only be authorized or permitted through a conditional use permit and development agreement and in accordance with the provisions of Article IX (Commercial Cannabis Activity) of Chapter 22 (Businesses) of this Code in the specific areas identified in Section 22-487 and identified in Exhibit “A” to City Council Ordinance No. \_\_\_\_\_. Commercial cannabis cultivation, manufacturing, distribution, and laboratory testing not authorized or permitted under Article IX (Commercial Cannabis Activity) shall constitute a public nuisance and may be summarily abated by the City pursuant to California Code of Civil Procedure Section 731 and Article V (Nuisances) of Chapter 1 (General Provisions and Penalties) of this Code. The City hereby reserves all rights of enforcement against illegal commercial cannabis activities.

**SECTION 3.** Subsection (b) of Section 22-64 (Unlawful Businesses Not Authorized) of Division I (Generally) of Article II (Licensing) of Chapter 22 (Business) of the San Fernando Municipal Code is hereby amended to read as follows:

(b) No license shall be issued under this article relating to the establishment and/or operation of any business relating to adult-use or medicinal "commercial cannabis activity," as such term is defined in subdivision (k) of California Business and Professions Code section 26001 and as the same may be amended from time to time, unless such business fulfills the licensing and regulatory requirements set forth in Article IX (Commercial Cannabis Activity) of Chapter 22 (Businesses) of this Code.

**SECTION 4.** Chapter 22 (Businesses) of the San Fernando Municipal Code is hereby amended by the addition of a new Article IX (Commercial Cannabis Activity), which shall read as follows:

## **Article IX – Commercial Cannabis Activity**

### **Section 22-463 – Purpose and Intent.**

It is the purpose and intent of this Chapter to implement the provisions of the Medicinal and Adult Use Cannabis Regulation and Safety Act (“MAUCRSA”) to accommodate the needs of medically-ill persons in need of and provide access to cannabis for medicinal purposes as recommended by their health care provider(s), and to provide access to adult-use for persons over the age of 21 as authorized by the Control, Tax & Regulate the Adult Use Cannabis Act (“AUMA” or “Proposition 64” passed by California voters in 2016), while imposing sensible regulations on the use of land to protect the City’s residents, neighborhoods, and businesses from disproportionately negative impacts. As such, it is the purpose and intent of this Chapter to regulate commercial cannabis activities and cannabis/cannabis products in a responsible manner to protect the health, safety, and welfare of the residents of the City and to enforce rules and regulations consistent with state law. It is the further purpose of intent of this Chapter to require all commercial cannabis operators to obtain and renew annually a permit to operate within the City. Nothing in this Chapter is intended to authorize the possession, use, or provision of cannabis for purposes that violate state or federal law. The provisions of this Chapter are in addition to any other permits, licenses and approvals which may be required to conduct business in the City, and are in addition to any permits, licenses and approval required under state, City, or other law.

### **Section 22-464 – Legal Authority.**

Pursuant to Sections 5 and 7 of Article XI of the California Constitution, the provisions of MAUCRSA, any subsequent state legislation and/or regulations regarding same, the City of San Fernando is authorized to adopt ordinances that establish standards, requirements and regulations for the licensing and permitting of commercial cannabis activity. Any standards, requirements, and regulations regarding health and safety, security, and worker protections established by the State of California, or any of its departments or divisions, shall be the minimum standards applicable in the City of San Fernando to all commercial cannabis activity. Should any conflict

arise between a state law or regulation and this Chapter in which such state law or regulation preempts local law, then the state law or regulation shall control.

**Section 22-465 – Commercial Cannabis Activities Prohibited Unless Specifically Authorized by this Chapter.**

Except as specifically authorized in this Chapter, commercial cannabis activities, including, without limit, the commercial cultivation, manufacture, processing, storing, laboratory testing, labeling, sale, delivery, distribution or transportation (other than as provided under Bus. & Prof. Code Section 26090(e)), of cannabis or cannabis products is expressly prohibited in the City.

**Section 22-466 – Compliance with State and Local Laws.**

It is the responsibility of the owners and operators of the commercial cannabis business to ensure that it is, always, operating in a manner compliant with all applicable state and local laws, and any regulations promulgated thereunder. Nothing in this Chapter shall be construed as authorizing any actions that violate federal, state law, or local law with respect to the operation of a commercial cannabis business. It shall be the responsibility of the owners and the operators of the commercial cannabis business to ensure that the commercial cannabis business is, at all times, operating in a manner compliant with all applicable federal, state, and local laws, including MAUCRSA, and any subsequently enacted state law or regulatory, licensing, or certification requirements, and any specific, additional operating procedures, or requirements which may be imposed as conditions of approval of the commercial cannabis business permit. Nothing in this Chapter shall be construed as authorizing any actions that violate laws regarding the operation of a commercial cannabis business.

**Section 22-467 – Definitions.**

When used in this Chapter, the following words shall have the meanings ascribed to them as set forth herein. Any reference to California statutes includes any regulations promulgated thereunder and is deemed to include any successor or amended version of the referenced statute or regulatory provision.

- (a) “A-license” means a state license issued by the Bureau of Cannabis Regulation for cannabis or cannabis products that are intended for adults 21 years of age and over and who do not possess physician’s recommendations.
- (b) [RESERVED]
- (c) “Applicant” means an owner applying for a City license pursuant to this Chapter.
- (d) “Batch” means a specific quantity of homogeneous cannabis or cannabis product that is one of the following types:
  - (1) “Harvest batch” means a specifically identified quantity of dried flower or trim, leaves, and other cannabis plant matter that is uniform in strain, harvested at the same time, and, if applicable, cultivated using the same pesticides and other agricultural chemicals and harvested at the same time.

- (2) “Manufactured cannabis batch” means either of the following: An amount of cannabis concentrates or extract that is produced in one production cycle using the same extraction methods and standard operating procedures; or an amount of a type of manufactured cannabis produced in one production cycle using the same formulation and standard operating procedures.
- (e) “Bureau” means the Bureau of Cannabis Control within the Department of Consumer Affairs, formerly named the Bureau of Marijuana Control, the Bureau of Medical Cannabis Regulation, and the Bureau of Medical Marijuana Regulation.
- (f) “Cannabis” means all parts of the Cannabis sativa Linnaeus, Cannabis indica, or Cannabis ruderalis, whether growing or not; the seeds thereof; the resin, whether crude or purified, extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or resin. “Cannabis” also means the separated resin, whether crude or purified, obtained from cannabis. “Cannabis” does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination. For the purpose of this Chapter, “cannabis” does not mean “industrial hemp” as defined by Section 11018.5 of the Health and Safety Code.
- (g) “Cannabis accessories” has the same meaning as in Section 11018.2 of the Health and Safety Code.
- (h) “Cannabis concentrate” means cannabis that has undergone a process to concentrate one or more active cannabinoids, thereby increasing the product’s potency. Resin from granular trichomes from a cannabis plant is a concentrate for purposes of this division. A cannabis concentrate is not considered food, as defined by Section 109935 of the Health and Safety Code, or drug, as defined by Section 109925 of the Health and Safety Code.
- (i) “Cannabis product” means a product containing cannabis or cannabis, including, but not limited to, manufactured cannabis, - intended to be sold for use by cannabis patients in California pursuant to the Compassionate Use Act of 1996 (Proposition 215), found at Section 11362.5 of the California Health and Safety Code (as the same may be amended from time-to-time) or pursuant to the Adult Use of Cannabis Act. For purposes of this Chapter, “cannabis” does not include industrial hemp as defined by Section 81000 of the California Food and Agricultural Code or Section 11018.5 of the California Health and Safety Code.
- (j) “Cannabis products” has the same meaning as in Section 11018.1 of the Health and Safety Code.
- (k) “Canopy” means the designated area(s) at a licensed premise, except nurseries that will contain mature plants at any point in time. (1) Canopy shall be calculated in square feet and measured using clearly identifiable boundaries of all areas(s) that will contain mature plants at any point in time, including all of the space(s) within the boundaries; (2) Canopy

may be noncontiguous but each unique area included in the total canopy calculation shall be separated by an identifiable boundary which include, but are not limited to: interior walls, shelves, greenhouse walls, hoop house walls, garden benches, hedgerows, fencing, garden beds or garden plots; and if mature plants are being cultivated using a shelving system, the surface area of each level shall be included in the total canopy calculation.

- (l) “Caregiver” or “primary caregiver” has the same meaning as that term is defined in Section 11362.7 of the California Health and Safety Code.
- (m) “Child resistant” means designed or constructed to be significantly difficult for children under five years of age to open, and not difficult for normal adults to use properly.
- (n) “City” means the City of San Fernando, a California general law city.
- (o) “City Manager” means the City Manager of the City of San Fernando or designee.
- (p) “Commercial cannabis activity” includes the cultivation, possession, manufacture, distribution, processing, storing, laboratory testing, packaging, labeling, transportation, delivery or sale of cannabis and cannabis products.
- (q) “Commercial cannabis business” means any business or operation which engages in medicinal or adult-use commercial cannabis activity.
- (r) “Commercial cannabis business permit” means a regulatory permit issued by the City of pursuant to this Chapter to a commercial cannabis business and is required before any commercial cannabis activity may be conducted in the City. The initial permit and annual renewal of a commercial cannabis business permit is made expressly contingent upon the business’s ongoing compliance with all requirements of this Chapter and any regulations adopted by the City governing the commercial cannabis activity at issue.
- (s) “Cultivation” means any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of cannabis.
- (t) “Cultivation site” means a location where cannabis is planted, grown, harvested, dried, cured, graded, or trimmed, or a location where any combination of those activities occurs.
- (u) “Customer” means a natural person 21 years of age or over, or a natural person of suitable age who possesses a physician’s recommendation, or a medical marijuana identification card.
- (v) “Day care center” means has the same meaning as in Section 1596.76 of the Health and Safety Code.
- (w) “Delivery” means the commercial transfer of cannabis or cannabis products to a customer. “Delivery” also includes the use by a retailer of any technology platform owned and controlled by the retailer.
- (x) [RESERVED]



- (y) “Dispensing” means any activity involving the retail sale of cannabis or cannabis products from a retailer.
- (z) “Distribution” means the procurement, sale, and transport of cannabis and cannabis products between licensees.
- (aa) “Distributor” means a person holding a valid commercial cannabis business permit for distribution issued by the City of San Fernando, and, a valid state license for distribution, required by state law to engage in the business of purchasing cannabis from a licensed cultivator, or cannabis products from a license manufacturer, for sale to a licensed retailer.
- (bb) “Dried flower” means all dead cannabis that has been harvested, dried, cured, or otherwise processed, excluding leaves and stems.
- (cc) “Edible cannabis product” means cannabis product that is intended to be used, in whole or in part, for human consumption, including, but not limited to, chewing gum, but excluding products set forth in Division 15 (commencing with Section 32501) of the Food and Agricultural Code. An edible cannabis product is not considered food, as defined by Section 109935 of the Health and Safety Code, or a drug, as defined by Section 109925 of the Health and Safety Code.
- (dd) “Fund” means the Cannabis Control Fund established pursuant to Section 26210.15 of the Business and Professions Code.
- (ee) “Kind” means applicable type or designation regarding a particular cannabis variant or cannabis product type, including, but not limited to, strain name or other grower trademark, or growing area designation.
- (ff) “Labeling” means any label or other written, printed, or graphic matter upon a cannabis product, upon its container.
- (gg) “Labor peace agreement” means an agreement between a licensee and any bona fide labor organization that, at a minimum, protects the state’s proprietary interests by prohibiting labor organizations and members from engaging in picketing, work stoppages, boycotts, and any other economic interference with the applicant’s business. This agreement means that the applicant has agreed not to disrupt efforts by the bona fide labor organization to communicate with, and attempt to organize and represent, the applicant’s employees. The agreement shall provide a bona fide labor organization access at reasonable times to areas in which the applicant’s employees work, for the purpose of meeting with employees to discuss their right to representation, employment rights under state law, and terms and conditions of employment. This type of agreement shall not mandate a particular method of election or certification of the bona fide labor organization.
- (hh) “License” means a state license issued by the state and includes both an A-license and an M-license, as well as a testing laboratory license.

- (ii) “Licensee” means any person holding a license under this chapter, regardless of whether the license held is an A-license or an M-license, and includes the holder of a testing laboratory license.
- (jj) “Licensing authority” means the City of San Fernando who is the agency responsible for the issuance, renewal, or reinstatement of the local license, and authorized to take disciplinary action against the licensee.
- (kk) “Limited-access area” means an area in which cannabis is stored or held and is only accessible to some licensee and authorized personnel.
- (ll) “Live plants” means living cannabis flowers and plants, including seeds, immature plants, and vegetative stage plants.
- (mm) “Local jurisdiction” means a city, County or city and County.
- (nn) “Lot” means a batch or a specifically identified portion of a batch.
- (oo) “M-license” means a state license issued by the state for commercial cannabis activity involving medicinal cannabis.
- (pp) “M-licensee” means any person holding a license by the state for commercial cannabis activity involving medicinal cannabis.
- (qq) “Manufacture” means to compound, blend, extract, infuse, or otherwise make or prepare a cannabis product.
- (rr) “Manufactured cannabis” means raw cannabis that has undergone a process whereby the raw agricultural product has been transformed into a concentrate, extraction or other manufactured product intended for internal consumption through inhalation or oral ingestion or for topical application.
- (ss) “Manufacturer” means a licensee that conducts the production, preparation, propagation, or compounding of cannabis or cannabis products either directly or indirectly or by extraction methods, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis at a fixed location that packages or repackages cannabis or cannabis products or labels or container.
- (tt) “Manufacturing site” means a location that produces, prepares, propagates, or compounds cannabis or cannabis products, directly or indirectly, by extraction methods, independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and is owned and operated by a person issued a valid commercial cannabis business permit for manufacturing from the City of San Fernando and, a valid state license as required for manufacturing of cannabis products.
- (uu) “Medicinal cannabis” or “medicinal cannabis product” means cannabis or a cannabis product, respectively, intended to be sold for use pursuant to the Compassionate Use Act of 1996 (Proposition 215), found at Section 11362.5 of the Health and Safety Code,

by a medicinal cannabis patient in California who possesses a physician's recommendation.

(vv) "Nonvolatile solvent" means any solvent used in the extraction process that is not a volatile solvent. For purposes of this chapter, a nonvolatile solvent includes carbon dioxide (CO<sub>2</sub>) used for extraction and ethanol used for extraction or post-extraction processing.

(ww) "Microbusiness" means the cultivation of cannabis on an area less than 10,000 square feet, by an entity authorized to act as a licensed distributor, Level 1 manufacturer, and retailer under state law, provided such licensee can demonstrate compliance with all requirements imposed by state law on licensed cultivators, distributors, Level 1 manufacturers, and retailers to the extent the licensee engages in such activities. Microbusiness licenses that authorize cultivation of cannabis shall include the license conditions described in subdivision (b) of Section 26060.1 of the Business and Professions Code.

(xx) "Nursery" means a licensee that produces only clones, immature plants, seeds, and other agricultural products used specifically, for the propagation and cultivation of cannabis.

(yy) "Operation" means any act for which licensure is required under the provisions of this chapter, or any commercial transfer of cannabis or cannabis products.

(zz) "Owner" means any of the following:

(1) A person with an aggregate ownership interest of 20 percent or more in the person applying for a license or a licensee, unless the interest is solely a security, lien, or encumbrance.

(2) The Manager of a nonprofit or other entity.

(3) A member of the board of directors of a nonprofit.

(4) An individual who will be participating in the direction, control, or management of the business applying for a license, or who has a financial interest in the business other than a fixed lease of real property.

(aaa) "Package" means any container or receptacle used for holding cannabis or cannabis products.

(bbb) "Patient" or "qualified patient" shall have the same definition as California Health and Safety Code Section 11362.7 et seq., as it may be amended, and which means a person who is entitled to the protections of California Health & Safety Code Section 11362.22

(ccc) "Person" includes any individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the

singular.

(ddd)“Person with an identification card” shall have the meaning given that term by California Health and Safety Code Section 11362.7.

(eee) “Physician’s recommendation” means a recommendation by a physician and surgeon that a patient use cannabis provided in accordance with the Compassionate Use Act of 1996 (Proposition 215), found at Section 11362.5 of the Health and Safety Code.

(fff) “Premises” means the designated structure or structures and land specified in the application that is owned, leased, or otherwise held under the control of the applicant or licensee where the commercial cannabis activity will be or is conducted. The premises shall be a contiguous area and shall only be occupied by one licensee unless the operator is granted a M-License and a A-License for the same type of activity and such operation is lawful under state and local laws, rules and regulations.

(ggg)“Processing” means a cultivation site that conducts only trimming, drying, curing, grading, packaging, or labeling of cannabis and nonmanufactured cannabis products.

(hhh)“Purchaser” means the customer who is engaged in a transaction with a licensee for purposes of obtaining cannabis or cannabis products.

(iii)“Retailer” means a commercial cannabis business facility where cannabis, cannabis products, or devices for the use of cannabis or cannabis products are offered, either individually or in any combination, for retail sale, including an establishment (whether fixed or mobile) that delivers, pursuant to express authorization, cannabis and cannabis products as part of a retail sale, and where the operator holds a valid commercial cannabis business permit from the City of San Fernando authorizing the operation of a retailer, and a valid state license as required by state law to operate a retailer.

(jjj)“Sell,” “sale,” and “to sell” include any transaction whereby, for any consideration, title to cannabis or cannabis products are transferred from one person to another, and includes the delivery of cannabis or cannabis products pursuant to an order placed for the purchase of the same and soliciting or receiving an order for the same, but does not include the return of cannabis or cannabis products by a licensee to the licensee from whom the cannabis or cannabis product was purchased.

(kkk) “State License” means a permit or license issued by the State of California, or one of its departments or divisions, under MAUCRSA and any subsequent State of California legislation regarding the same to engage in commercial cannabis activity.

(lll)“Testing laboratory” means a laboratory, facility, or entity in the state that offers or performs tests of cannabis or cannabis products and that is both of the following:

(1) Accredited by an accrediting body that is independent from all other persons involved in commercial cannabis activity in the state.

(2) Licensed by the bureau.

(mmm) “Topical cannabis” means a product intended for external application and/or absorption through the skin. A topical cannabis product is not considered a drug as defined by Section 109925 of the California Health and Safety Code.

(nnn) “Transport” means the transfer of cannabis products from the permitted business location of one licensee to the permitted business location of another licensee, for the purposes of conducting commercial cannabis activity authorized by MAUCRSA which may be amended or repealed by any subsequent State of California legislation regarding the same. Transport does not include deliveries of cannabis or cannabis products.

(ooo) “Unique identifier” means an alphanumeric code or designation used for reference to a specific plant on a licensed premises and any cannabis or cannabis product derived or manufactured from that plant.

(ppp) “Youth center” means any public or private facility that is primarily used to host recreation or social activities for minors, including, but not limited to, private youth membership organizations or clubs, social service teenage club facilities, video arcades where 10 or more video games or game machines or devices are operated, and where minors are legally permitted to conduct business, or similar amusement park facilities. It shall also include a park, playground or recreational area specifically designed to be used by children which has play equipment installed, including public grounds designed for athletic activities such as baseball, softball, soccer, or basketball or any similar facility located on a public or private school grounds, or on city, county or state parks. This definition shall not include any private martial arts, yoga, ballet, music, art studio or similar studio of this nature nor shall it include any private gym, athletic training facility, pizza parlor, dentist office, doctor’s office primarily serving children or a location which is primarily utilized as an administrative office or facility for youth programs or organizations.

(qqq) “Volatile solvent” means any solvent that is or produces a flammable gas or vapor that, when present in the air in sufficient quantities, will create explosive or ignitable mixtures. Examples of volatile solvents include, but are not limited to, butane, hexane, and propane.

#### **Section 22-468 – Commercial Cannabis Business Permit, Conditional Use Permit, and Development Agreement Required to Engage in Commercial Cannabis Business.**

(a) No person may engage in any permissible commercial cannabis activity within the City unless the person (1) has a valid commercial cannabis business permit from the City; (2) has a conditional use permit from the City; (3) has a development agreement with the City; (4) has a valid State of California commercial cannabis permit; and (5) is currently in compliance with all applicable state and local laws and regulations pertaining to the commercial cannabis business and the commercial cannabis activities.

(b) No permit shall be issued pursuant to this Chapter for outdoor commercial cannabis cultivation, which is prohibited. It is a violation of this Chapter for any person or entity to engage in any outdoor commercial cannabis cultivation of any kind.

## **Section 22-469 – Cannabis Employee Permit Required.**

- (a) Any person who is an employee or who otherwise works within a commercial cannabis business must be legally authorized to do so under applicable state law.
- (b) Any person who is an employee or who otherwise works within a commercial cannabis business must obtain a commercial cannabis employee work permit from the City prior to performing any work at any commercial cannabis business.
- (c) Applications for a commercial cannabis employee work permit shall be developed, made available, and processed by the City Manager, and shall include, but not be limited to, the following information:
  - (1) Name, address, and phone number of the applicant.
  - (2) Age and verification of applicant. A copy of a birth certificate, driver's license, government issued identification card, passport or other proof that the applicant is at least twenty-one (21) years of age must be submitted with the application.
  - (3) Name, address of the commercial cannabis business where the person will be employed, and the name of the primary manager of that business.
  - (4) A list of any crimes enumerated in California Business and Professions Code Section 26057(b)(4) for which the applicant or employee has been convicted.
  - (5) Name, address, and contact person for any previous employers from which the applicant was fired, resigned, or asked to leave and the reasons for such dismissal or firing.
  - (6) The application shall be accompanied by fingerprints and a recent photograph of the applicant in a form and manner as required by the City Manager.
  - (7) A signed statement under penalty of perjury that the information provided is true and correct.
  - (8) If applicable, verification that the applicant is a qualified patient or primary caregiver.
  - (9) A fee paid in an amount set by resolution of the City Council in an amount necessary to cover the costs of administering the employee work permit programs. The fee is non-refundable and shall not be returned in the event the work permit is denied or revoked.
- (d) The City Manager shall review the application for completeness, shall conduct a background check to determine whether the applicant was convicted of a crime or left a previous employer for reasons that show the applicant:



- (1) Has been convicted of a crime involving dishonesty, fraud or deceit, including but not limited to fraud, forgery, theft, or embezzlement as those offenses are defined in California Penal Code sections 186.11, 470, 484, and 504a, respectively; or
- (2) Has committed a felony or misdemeanor involving fraud, deceit, embezzlement; or
- (3) Was convicted of a violent felony, a crime of moral turpitude; or
- (4) The illegal use, possession, transportation, distribution or similar activities related to controlled substances, as defined in the Federal Controlled Substances Act, except for cannabis related offenses for which the conviction occurred after the passage of the Compassionate Use Act of 1996.

Discovery of these facts showing that the applicant is dishonest or has been convicted of those types of crimes are grounds for denial of the permit. Where the applicant's sentence (including any term of probation, incarceration, or supervised release) for possession of, possession for sale, sale, manufacture, transportation, or cultivation of a controlled substance is completed, such underlying conviction shall not be the sole ground for denial of a commercial cannabis work permit. Furthermore, an applicant shall not be denied a permit if the denial is based solely on any of the following: (i) a conviction for any crime listed in subsection (d) (4) above for which the applicant has obtained a certificate of rehabilitation pursuant to Chapter 3.5 (commencing with Section 4852.01) of Title 6 of Part 3 of the California Penal Code or (ii) a conviction that was subsequently dismissed pursuant to Sections 1203.4, 1203.4a, or 1203.41 of the California Penal Code or any other provision of state law allowing for dismissal of a conviction.

- (e) The City Manager shall issue the commercial cannabis work permit or a written denial to the applicant within thirty (30) days of the date the application was deemed complete. In the event the cannabis work permit cannot be issued within this time period, then the City Manager may issue a temporary work permit for an employee upon completing a preliminary background check and if the business can demonstrate to the City Manager ) that the employee is necessary for the operation of the business. The temporary permit may be immediately revoked by the City Manager upon determination that the applicant has failed the background check or upon the issuance of the permanent work permit.
- (f) A work permit shall be valid for a twelve (12) month period and must be renewed on an annual basis. Renewal applications shall contain all the information required in subsection (b) above including the payment of a renewal application fee in an amount to be set by resolution of the City Council.
- (g) In the event a person changes employment from one commercial cannabis business in the City to another, the work permit holder shall notify the City Manager in writing of the change within ten (10) days, or the work permit shall be suspended or revoked, and such person shall not be permitted to work at any commercial cannabis business in the City.
- (h) The City may immediately revoke the commercial cannabis work permit should the permit holder be convicted of a crime listed in subsection (c) and (d) above or if facts

become known to the City Manager that the permit holder has engaged in activities showing that he or she is dishonest.

- (i) The City Manager is hereby authorized to promulgate all regulations necessary to implement the work permit process and requirements.
- (j) The applicant may appeal the denial or revocation of a commercial cannabis work permit by filing a notice of appeal with the City Clerk within ten (10) days of the date the applicant received the notice of denial; which appeal shall be conducted as set forth in Section 22-478 of this Chapter.
- (k) The City Manager shall issue a permit in the form of a personal identification card that can be worn in a prominent and visible location. The identification card shall be maintained in good and readable condition at all times.

#### **Section 22-470 – Maximum Number and Type of Authorized.**

The number of each type of commercial cannabis business that shall be permitted to operate in the City may be established by resolution by the City Council.

#### **Section 22-471 – Initial Application Procedure.**

- (a) The City Manager is authorized to adopt the procedures to govern the application process, and the manner in which the decision will ultimately be made regarding the issuance of any commercial cannabis business permit(s), which shall include or require the City Manager to provide detailed objective review criteria to be evaluated on a point system or equivalent quantitative evaluation scale tied to each set of review criteria (“Review Criteria”). The City Manager shall be authorized to prepare the necessary forms, adopt any necessary rules to the application, regulations and processes, solicit applications, conduct initial evaluations of the applicants. Additional points shall be awarded to applicants with 10 or more employees who commit to enter into, or demonstrate that it has already entered into, and abide by the terms of a labor peace agreement, as defined in Business and Professions Code Section 26001(x).
- (b) At the time of filing, each applicant shall pay an application fee established by resolution of the City Council, to cover all costs incurred by the City in the application process.
- (c) After the initial review, ranking, and scoring under the Review Criteria, the City Manager will make a final determination in accordance with this section.
- (d) The application procedure process shall include a component on community benefits. Any community benefits that a commercial cannabis business agrees to provide shall be incorporated into the terms and conditions under which the commercial cannabis business will operate with the city’s approval, if and when an operating permit is issued. Such terms and conditions shall be in addition to the requirements of this Chapter. Community benefits shall include, but not be limited to: in-kind donations; sponsorship of community events; support, financial or otherwise, for special community events such as fairs, afterschool programs, youth centers, Boys and Girls Clubs, local schools whether public

or private; school athletic programs; school clubs; community centers, senior centers and senior living facilities, and parks and recreation.

- (e) The City reserves the right to reject any or all applications. Prior to permit issuance, the City may also modify, postpone, or cancel any request for applications, or the entire program under this Chapter, at any time without liability, obligation, or commitment to any party, firm, or organization, to the extent permitted under California state law. Persons submitting applications assume the risk that all or any part of the program, or any particular category of permit potentially authorized under this Chapter, may be cancelled at any time prior to permit issuance. The City further reserves the right to request and obtain additional information from any candidate submitting an application. In addition to any other justification provided a failure to comply with other requirements in this Chapter, an application RISKS BEING REJECTED for any of the following reasons:

- (1) Proposal received after designated time and date.
- (2) Proposal not containing the required elements, exhibits, nor organized in the required format.
- (3) Proposal considered not fully responsive to this request for permit application.

#### **Section 22-472 – Personnel Prohibited from Holding a License or Employee Work Permit.**

Any person, including but not limited to any individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the singular in which any of the following actions or notices have been issued in non-compliance, shall be prohibited from holding a cannabis commercial license or employee work permit in the City. In addition, the following shall be grounds for denial of a local license or employee work permit:

- (1) The applicant has been denied a license or has had a license suspended or revoked by any city, county, city and county or any other state cannabis licensing authority;
- (2) The applicant was notified that they were conducting commercial cannabis activity in non-compliance with Chapter 106 or other City ordinances, codes, or requirements in which they failed to discontinued operating in a timely manner;
- (3) Evidence that the applicant was in non-compliance of properly paying federal, state or local taxes and/or fees when notified by the appropriate agencies;
- (4) Applicant has previously conducting commercial cannabis activity in the City in violation of local and state law.
- (5) No person shall be issued a commercial cannabis permit to operate who enters into an agreement to lease, sublease or any other agreement, regardless of whether it is verbally or in writing to any terms of use of the premises from a property owner, commercial broker or any third party, that is in violation of Section 22-472 unless that property is leased at fair market value and such lease, sublease or agreement

does not have any terms or conditions for the cannabis permit licensee to pay the property owner, commercial broker, or any third party a percentage of gross receipts, royalties, equity, or other unreasonable compensation as determined by the City. In addition, all leases, subleases, or other agreements must be based a monthly rate.

#### **Section 22-473 – Expiration of Commercial Cannabis Permits.**

Each commercial cannabis business permit issued pursuant to this Chapter shall expire twelve (12) months after the date of its issuance. Commercial cannabis permits may be renewed as provided in Section 22-475.

#### **Section 22-474 – Revocation of Permits.**

Commercial cannabis business permits may be revoked for any violation of any law and/or any rule, regulation and/or standard adopted pursuant to Section 22-476, or pursuant to any policy, procedure or regulation in this Chapter.

#### **Section 22-475 – Renewal Applications.**

- (a) An application for renewal of a commercial cannabis business permit shall be filed at least sixty (60) calendar days prior to the expiration date of the current permit.
- (b) The renewal application shall contain all the information required for new applications.
- (c) The applicant shall pay a fee in an amount to be set by the City Council to cover the costs of processing the renewal permit application, together with any costs incurred by the City to administer the program created under this Chapter.
- (d) An application for renewal of a commercial cannabis business permit shall be rejected if any of the following exists:
  - (1) The application is filed less than sixty (60) days before its expiration.
  - (2) The commercial cannabis business permit is suspended or revoked at the time of the application.
  - (3) The commercial cannabis business has not been in regular and continuous operation in the four (4) months prior to the renewal application.
  - (4) The commercial cannabis business has failed to conform to the requirements of this Chapter, or of any regulations adopted pursuant to this Chapter.
  - (5) The permittee fails or is unable to renew its State of California license.
  - (6) If the City or state has determined, based on substantial evidence, that the permittee or applicant is in violation of the requirements of this Chapter, of the City Ordinance, or of the state rules and regulations, and the City or state has determined that the violation is grounds for termination or revocation of the commercial cannabis

business permit.

- (e) The City Manager or his/her designee(s) is authorized to make all decisions concerning the issuance of a renewal permit. In making the decision, the City Manager is authorized to impose additional conditions to a renewal permit, if it is determined to be necessary to ensure compliance with state or local laws and regulations or to preserve the public health, safety or welfare. Appeals from the decision of the City Manager shall be conducted pursuant to Sections 22-477 through 22-479.
- (f) If a renewal application is rejected, a person may file a new application pursuant to this Chapter no sooner than one (1) year from the date of the rejection.

#### **Section 22-476 – Effect of State License Suspension, Revocation, or Termination.**

Suspension of a license issued by the State of California, or by any of its departments or divisions, shall immediately suspend the ability of a commercial cannabis business to operate within the City, until the State of California, or its respective department or division, reinstates, or reissues the State license. Should the State of California, or any of its departments or divisions, revoke or terminate the license of a commercial cannabis business, such revocation or termination shall also revoke or terminate the ability of a commercial cannabis business to operate within the City.

#### **Section 22-477 – Appeals.**

Unless specifically provided elsewhere to the contrary, whenever an appeal is provided for in this Chapter from a decision of the City Manager or his/her designee(s), the appeal shall be conducted as prescribed in this Chapter.

#### **Section 22-478 – Written Request for Appeal.**

- (a) Within ten (10) calendar days after the date of a decision of the City Manager to revoke, suspend or deny a permit, or to add conditions to a permit, an aggrieved party may appeal such action by filing a written appeal with the City Clerk setting forth the reasons why the decision was not proper.
- (b) At the time of filing the appellant shall pay the designated appeal fee, established by resolution of the City Council from time to time.

#### **Section 22-479 – Appeal Hearing.**

- (a) Upon receipt of the written appeal, the City Clerk shall set the matter for a hearing before the City Council. The City Council shall hear the matter de novo and shall conduct the hearing pursuant to the procedures set forth by the City.
- (b) The appeal shall be held within a reasonable time after the filing the appeal, but in no event later than ninety (90) days from the date of such filing. The City shall notify the appellant of the time and location at least ten (10) days prior to the date of the hearing.

- (c) At the hearing, the appellant may present any information they deem relevant to the decision appealed. The formal rules of evidence and procedure applicable in a court of law shall not apply to the hearing.
- (d) The decision of the City Council shall be final.

#### **Section 22-480 – Permittee Selection Process.**

- (a) The City Manager shall adopt a procedure guideline and Review Criteria by which the top applicants in each category of each commercial cannabis business shall be evaluated in a final determination by the City Manager.
- (b) Official issuance of the commercial cannabis business permit(s), however, is conditioned upon the prevailing candidate(s) obtaining all required land use approvals. Following the City Manager's selection, the prevailing candidate(s) shall apply to the City's Community Development Department to obtain any required land use approvals or entitlements for the permittee's location, including, without limit a conditional use permit and development agreement. Land use approvals shall include compliance with all applicable provisions of CEQA. The City Manager or his/her designee(s) shall formally issue the commercial cannabis business permit(s) once the Community Development Director or his/her designee(s) affirms that all of the required land use approvals have been obtained.
- (c) The City Manager shall either deny or approve the final candidates and shall select the top candidates in each category of the commercial cannabis businesses. The City Manager's decision as to the selection of the prevailing candidates shall be final, pending an appeal to the City Council, if such an appeal is filed.
- (d) Issuance of a commercial cannabis business permit does not create a land use entitlement. The commercial cannabis business permit shall only be for a term of twelve (12) months and shall expire at the end of the twelve (12) month period unless it is renewed as provided herein. Furthermore, no permittee may begin operations, notwithstanding the issuance of a permit, unless all of the state and local laws and regulations, including but not limited to the requirements of this Chapter and of the permit, have been complied with and until a state license is available and obtained by the operator.
- (e) Notwithstanding anything in this Chapter to the contrary, the City Manager reserves the right to reject any or all applications if it determines it would be in the best interest of the City, taking into account any health, safety and welfare impacts on the community. Applicants shall have no right to a commercial cannabis business permit until a permit is actually issued, and then only for the duration of the permits term. Each applicant assumes the risk that, at any time prior to the issuance of a permit, the City Council may terminate or delay the program created under this Chapter.
- (f) If an application is denied, a new application may not be filed for one (1) year from the date of the denial.
- (g) Each person granted a commercial cannabis business permit shall be required to pay the



permit fee established by resolution of the City Council, to recover the costs of administering the commercial cannabis business permit program created in this Chapter.

**Section 22-481 – Change in Location; Updated Registration Form.**

- (a) Any time the permitted commercial cannabis business location specified in the regulatory permit is changed, the applicant shall re-register with the City Manager. The process and the fees for re-registration shall be the same as the process and fees set forth for registration in Sections 22-474(c) and 22-482(a), as applicable.
- (b) Within fifteen (15) calendar days of any other change in the information provided in the registration form or any change in status of compliance with the provisions of this Chapter, including any change in the commercial cannabis business ownership or management members, the applicant shall file an updated registration form with the City Manager or his/her designee(s) for review along with a registration amendment fee, as set forth in Sections 22-474(c) and 22-482(a), as applicable.

**Section 22-482 – Transfer of Cannabis Business Permit.**

- (a) The owner of a cannabis business permit shall not transfer ownership or control of the permit to another person or entity unless and until the transferee obtains an amendment to the permit from the City Manager stating that the transferee is now the permittee. Such an amendment may be obtained only if the transferee files an application with the City Manager or his/her designee in accordance with all provisions of this Chapter (as though the transferee were applying for an original cannabis business permit) accompanied by a transfer fee in an amount set by resolution of the City Council (or if not set, shall be the same amount as the application fee), and the City Manager or his/her designee determines, after hearing, in accordance with this section that the transferee passed the background check required for permittees and meets all other requirements of this Chapter.
- (b) Commercial cannabis business permits issued through the grant of a transfer by the City Manager shall be valid for a period of one year beginning on the day the City Manager approves the transfer of the permit. Before the transferee's permit expires, the transferee shall apply for a renewal permit in the manner required by this Chapter.
- (c) Changes in ownership of a permittee's business structure or a substantial change in the ownership of a permittee business entity (changes that result in a change of more than 51% of the original ownership), must be approved by the City Manager through the transfer process contained in this subsection (a). Failure to comply with this provision is grounds for permit revocation.
- (d) A permittee may change the form of business entity without applying to the City Manager for a transfer of permit, provided that either:
  - (1) The membership of the new business entity is substantially similar to original permit holder business entity (at least 51% of the membership is identical), or

(2) If the original permittee is an unincorporated association, mutual or public benefit corporation, agricultural or consumer cooperative corporation and subsequently transitions to or forms a new business entity as allowed under the MAUCRSA and to comply with Section 22-468(b), provided that the Board of Directors (or in the case of an unincorporated association, the individual(s) listed on the City permit application) of the original permittee entity are the same as the new business entity.

Although a transfer is not required in these two circumstances, the permit holder is required to notify the City Manager in writing of the change within ten (10) days of the change. Failure to comply with this provision is grounds for permit revocation.

- (e) No commercial cannabis business permit may be transferred when the City Manager or his/her designee has notified the permittee that the permit has been or may be suspended or revoked.
- (f) Any attempt to transfer a commercial cannabis business permit either directly or indirectly in violation of this section is hereby declared void, and such a purported transfer shall be deemed a ground for revocation of the permit.

#### **Section 22-483 – City Business License.**

Prior to commencing operations, a commercial cannabis business shall obtain a City of San Fernando business license.

#### **Section 22-484 – Building Permits and Inspection.**

Prior to commencing operations, a commercial cannabis business shall be subject to a mandatory building inspection and must obtain all required permits and approvals which would otherwise be required for any business of the same size and intensity operating in that zone. This includes but is not limited to obtaining any required building permit(s), the Fire Department approvals, Health Department approvals and other zoning and land use permit(s) and approvals.

#### **Section 22-485 – Certification from Community Development Director.**

Prior to commencing operations, a commercial cannabis business must obtain a certification from the Community Development Director or designee certifying that the business is located on a site that meets all of the requirements of Chapter 106 of this Code and Section 22-487.

#### **Section 22-486 – Right to Occupy and to Use Property.**

As a condition precedent to the City's issuance of a commercial cannabis business permit pursuant to this Chapter, any person intending to open and to operate a commercial cannabis business shall provide sufficient evidence of the legal right to occupy and to use the proposed location. In the event the proposed location will be leased from the property owner, the applicant shall be required to provide a signed and notarized statement from the owner of the property, acknowledging that the property owner has read this Chapter and consents to the operation of the commercial cannabis business on the owner's property.

## **Section 22-487 – Location and Design of Cannabis Businesses.**

Cannabis businesses permitted to engage in commercial cultivation, distribution, manufacturing, or testing laboratories, for cannabis and cannabis products are subject to the following zoning and locational requirements and in compliance with the buffer map attached as Exhibit “A” to City Council Ordinance No. \_\_\_\_.

- (a) Cultivation, manufacturing, and distribution require a City conditional use permit and development agreement and must be located in areas designated for manufacturing uses within the M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones and the Workplace Flex District within the San Fernando Corridors Specific Plan (SP-5) zone.
- (b) Laboratory testing requires a City conditional use permit and development agreement and must be located in areas designated for commercial or manufacturing uses within the M-1 (Limited Industrial) and M-2 (Light Industrial) zones, the Maclay, Downtown, Workplace Flex, Mixed-Use Corridor, and Auto Commercial Districts within the San Fernando Corridors Specific Plan (SP-5) zone, and the C-1 (Limited Commercial), C-2 (Commercial), and SC (Service Commercial) commercial zones.
- (c) No business authorized under this Chapter shall be located within four hundred fifty (450) feet of a parcel containing the following, which shall be measured in the same manner as provided in subdivision (c) of Section 11362.768 of the Health and Safety Code unless otherwise provided by law:
  - (1) A school providing instruction in kindergarten or any grades 1 through 12, (whether public, private, or charter, including pre-school, transitional kindergarten, and K-12);
  - (2) Licensed day care; or
  - (3) Youth center.
- (d) Each proposed cannabis business project shall:
  - (1) Conform with the City ’s general plan, any applicable specific plans, master plans, and design requirements.
  - (2) Comply with all applicable zoning and related development standards.
  - (3) Be constructed in a manner that minimizes odors to surrounding uses, and promotes quality design and construction, and consistency with the surrounding properties.
  - (4) Be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and all items required for the development.
  - (5) Be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.
  - (6) Be provided with adequate electricity, sewerage, disposal, water, fire protection and storm drainage facilities for the intended purpose.

## **Section 22-488 – Limitation on City’s Liability.**

To the fullest extent permitted by law, the City shall not assume any liability whatsoever with respect to having issued a commercial cannabis business permit pursuant to this Chapter or

otherwise approving the operation of any commercial cannabis business. As a condition to the approval of any commercial cannabis business permit, the applicant shall be required to meet all of the following conditions before they can receive the commercial cannabis business permit:

- (a) Execute an agreement, in a form approved by the City Attorney, agreeing to indemnify, defend (at applicant's sole cost and expense), and hold the City, and its officers, officials, employees, representatives, and agents, harmless, from any and all claims, losses, damages, injuries, liabilities or losses which arise out of, or which are in any way related to, the City's issuance of the commercial cannabis business permit, the City's decision to approve the operation of the commercial cannabis business or activity, the process used by the City in making its decision, or the alleged violation of any federal, state or local laws by the commercial cannabis business or any of its officers, employees or agents.
- (b) Maintain insurance at coverage limits, and with conditions thereon determined necessary and appropriate from time to time by the City Manager.
- (c) Reimburse the City for all costs and expenses, including but not limited to legal fees and costs and court costs, which the City of San Fernando may be required to pay as a result of any legal challenge related to the City's approval of the applicant's commercial cannabis business permit, or related to the City's approval of a commercial cannabis activity. The City may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve any of the obligations imposed hereunder.

#### **Section 22-489 – Records and Recordkeeping.**

- (a) Each owner and operator of a commercial cannabis business shall maintain accurate books and records in an electronic format, detailing all of the revenues and expenses of the business, and all of its assets and liabilities. On no less than an annual basis (at or before the time of the renewal of a commercial cannabis business permit issued pursuant to this Chapter), or at any time upon reasonable request of the City, each commercial cannabis business shall file a sworn statement detailing the number of sales by the commercial cannabis business during the previous twelve-month period (or shorter period based upon the timing of the request), provided on a per-month basis. The statement shall also include gross sales for each month, and all applicable taxes paid or due to be paid. On an annual basis, each owner and operator shall submit to the City a financial audit of the business's operations conducted by an independent certified public accountant. Each permittee shall be subject to a regulatory compliance review and financial audit as determined by the City Manager.
- (b) Each owner and operator of a commercial cannabis business shall maintain a current register of the names and the contact information (including the name, address, and telephone number) of anyone owning or holding an interest in the commercial cannabis business, and separately of all the officers, managers, employees, agents and volunteers currently employed or otherwise engaged by the commercial cannabis business. The register required by this paragraph shall be provided to the City Manager upon a

reasonable request.

- (c) Prior to state licensing, each commercial cannabis business shall maintain a record of all persons, patients, collectives and primary caregivers served by the commercial cannabis business, for a period of no less than four (4) years. Once a state license is obtained, the commercial cannabis business must maintain such records only to the extent permitted or required by MAUCRSA.
- (d) All commercial cannabis businesses shall maintain an inventory control and reporting system that accurately documents the present location, amounts, and descriptions of all cannabis and cannabis products for all stages of the growing and production or manufacturing, laboratory testing and distribution processes until purchase as set forth MAUCRSA.
- (e) Each commercial cannabis business shall allow the City officials to have access to the business's books, records, accounts, together with any other data or documents relevant to its permitted commercial cannabis activities, for the purpose of conducting an audit or examination. Books, records, accounts, and any and all relevant data or documents will be produced no later than twenty-four (24) hours after receipt of the City's request, unless otherwise stipulated by the City. The City may require the materials to be submitted in an electronic format that is compatible with the City's software and hardware.

#### **Section 22-490 – Security Measures.**

- (a) A permitted commercial cannabis business shall implement sufficient security measures to deter and prevent the unauthorized entrance into areas containing cannabis or cannabis products, and to deter and prevent the theft of cannabis or cannabis products at the commercial cannabis business. Except as may otherwise be determined by the City Manager or legislative body, these security measures shall include, but shall not be limited to, all of the following:
  - (1) Alarm system (perimeter, fire, and panic buttons).
  - (2) Remote monitoring of alarm systems by licensed security professionals.
  - (3) Perimeter lighting systems (including motion sensors) for after-hours security.
  - (4) Perimeter security and lighting as approved by the Police Chief and Director of the Community Development Department or their designees.
  - (5) Preventing individuals from remaining on the premises of the commercial cannabis business if they are not engaging in an activity directly related to the permitted operations of the commercial cannabis business.
  - (6) Establishing limited access areas accessible only to authorized commercial cannabis business personnel.
  - (7) Except for live growing plants which are being cultivated at a cultivation operation,

all cannabis and cannabis products shall be stored in a secured and locked vault or vault equivalent. All safes and vaults shall be compliant with Underwriter Laboratories burglary-resistant and fire-resistant standards. All cannabis and cannabis products, including live plants that are being cultivated, shall be kept in a manner as to prevent diversion, theft, and loss.

- (8) Installing 24-hour security surveillance cameras of at least HD-quality to monitor all entrances and exits to and from the premises, all interior spaces within the commercial cannabis business which are open and accessible to the public, all interior spaces where cannabis, cash or currency, is being stored for any period of time on a regular basis and all interior spaces where diversion of cannabis could reasonably occur. All cameras shall record in color. All exterior cameras shall be in weather-proof enclosures, shall be located so as to minimize the possibility of vandalism, and shall have the capability to automatically switch to black and white in low light conditions. The commercial cannabis business shall be responsible for ensuring that the security surveillance camera's footage is remotely accessible by the City Manager, and that it is compatible with the City's software and hardware. In addition, remote and real-time, live access to the video footage from the cameras shall be provided to the City Manager. Video recordings shall be maintained for a minimum of ninety (90) days and shall be made available to the City Manager upon request. Video shall be of sufficient quality for effective prosecution of any crime found to have occurred on the site of the commercial cannabis business and shall be capable of enlargement via projection or other means. Internet Protocol address information shall be provided to the San Fernando Police Department by the commercial cannabis business, to facilitate remote monitoring of security cameras by the San Fernando Police Department.
- (9) Sensors shall be installed to detect entry and exit from all secure areas and shall be monitored in real time by a security company licensed by the State of California Bureau of Security and Investigative Services.
- (10) Panic buttons shall be installed in all commercial cannabis businesses with direct notification to San Fernando Police Department dispatch and shall be configured to immediately alert dispatch for the San Fernando Police Department.
- (11) Having a professionally installed, maintained, and monitored real-time alarm system by a security company licensed by the State of California Bureau of Security and Investigative Services.
- (12) Any bars installed on the windows or the doors of the commercial cannabis business shall be installed only on the interior of the building.
- (13) Security personnel shall be on-site 24 hours a day or alternative security as authorized by the City Manager, and must have a verified response security patrol when closed. Security personnel must be licensed by the State of California Bureau of Security and Investigative Services personnel and shall be subject to the prior review and approval of the City Manager, with such approval not to be unreasonably



withheld. Firearms may be carried by security personnel while they are on duty if authorized by the Chief of Police.

- (14) Each commercial cannabis business shall have the capability to remain secure during a power outage and shall ensure that all access doors are not solely controlled by an electronic access panel to ensure that locks are not released during a power outage.
  - (15) Entrance areas are to be locked at all times and under the control of a designated responsible party that is either; (a) an employee of the commercial cannabis business; or (b) a licensed security professional.
  - (16) Each commercial cannabis business shall have an accounting software system in place to provide point of sale data as well as audit trails or both product and cash, where applicable.
  - (17) Each commercial cannabis business shall demonstrate to the Chief of Police, City Manager or their designees, compliance with the state's track and trace system for cannabis and cannabis products, as soon as it is operational.
  - (18) Each commercial cannabis business shall have state of the art network security protocols in place to protect computer information and all digital data.
  - (19) Exterior vegetation shall be planted, altered and maintained in a fashion that precludes its use as a hiding place for persons on the premises.
  - (20) Emergency access and emergency evacuation plans that are in compliance with state and local fire safety standards.
- (b) Each commercial cannabis business shall identify a designated security representative/liaison to the City, who shall be reasonably available to meet with the City Manager regarding any security related measures or and operational issues. The designated security representative/liaison shall, on behalf of the commercial cannabis business, annually maintain a copy of the current security plan on the premises of the business, to present to the City Manager upon request that meets the following requirements:
- (1) Confirms that a designated manager will be on duty during business hours and will be responsible for monitoring the behavior of employees.
  - (2) Identifies all managers of the commercial cannabis business and their contact phone numbers
  - (3) Confirms that first aid supplies and operational fire extinguishers are located in the service areas and the manager's office.
  - (4) Confirms that burglar, fire, and panic alarms are operational and monitored by a licensed security company 24 hours a day, seven days a week, and provides contact information for each licensed security company.

- (5) Identify a sufficient number of licensed, interior and exterior security personnel who will monitor individuals inside and outside the commercial cannabis business, the parking lot, and any adjacent property under the business' control.
- (6) Confirm that the licensed security personnel shall regularly monitor the parking lot and any adjacent property to ensure that these areas are: (a) free of individuals loitering or causing a disturbance; (b) are cleared of employees and their vehicles one-half hour after closing.
- (c) As part of the application and permitting process each commercial cannabis business shall have a storage and transportation plan, which describes in detail the procedures for safely and securely storing and transporting all cannabis, cannabis products, any hazardous materials that may be used by the business, and any currency.
- (d) The commercial cannabis business shall cooperate with the City whenever the City Manager makes a request, with or without prior notice, unless required by law, to inspect or audit the effectiveness of any security plan or of any other requirement of this Chapter.
- (e) A commercial cannabis business shall notify the City Manager within twenty-four (24) hours after discovering any of the following:
  - (1) Significant discrepancies identified during inventory. The level of significance shall be determined by the regulations promulgated by the City.
  - (2) Diversion, theft, loss, or any criminal activity involving the commercial cannabis business or any agent or employee of the commercial cannabis business
  - (3) The loss or unauthorized alteration of records related to cannabis, customers or employees or agents of the commercial cannabis business.
  - (4) Any other breach of security.
- (f) Compliance with the foregoing requirements shall be verified by the City Manager prior to commencing business operations. The City Manager may supplement these security requirements once operations begin.

**Section 22-491 – Restriction on Alcohol and Tobacco Sales.**

- (a) No person shall cause or permit the sale, dispensing, or consumption of alcoholic beverages on or about the premises of the commercial cannabis business.
- (b) No person shall cause or permit the sale or tobacco products on or about the premises of the commercial cannabis business.
- (c) No person shall consume cannabis, cannabis products, tobacco or alcohol on the premises of any commercial cannabis business.

**Section 22-492 – Fees and Charges.**

- (a) No person may commence or continue any commercial cannabis activity in the City without first timely paying in full all fees and charges required for the operation of a commercial cannabis activity. Fees and charges associated with the operation of a commercial cannabis activity shall be established by resolution of the City Council which may be amended from time to time.
- (b) All commercial cannabis businesses authorized to operate under this Chapter shall pay all sales, use, business and other applicable taxes, and all license, registration, and other fees required under federal, state and local law. Each commercial cannabis business shall cooperate with City with respect to any reasonable request to audit the commercial cannabis business' books and records for the purpose of verifying compliance with this section, including but not limited to a verification of the amount of taxes required to be paid during any period.
- (c) Prior to operating in the city and as a condition of issuance of a regulatory permit, the operator of each cannabis facility shall enter into a development agreement with the city setting forth the terms and conditions under which the cannabis facility will operate that are in addition to the requirements of this Chapter, including, but not limited to, public outreach and education, community service, payment of fees and other charges as mutually agreed, and such other terms and conditions that will protect and promote the public health, safety and welfare.

#### **Section 22-493 – General Operating Requirements.**

- (a) Commercial cannabis businesses may operate only during the hours specified in the commercial cannabis business permit issued by the City. No person under the age of 21 shall operate, or be issued a permit for, a commercial cannabis business of any kind.
- (b) Restriction on Consumption. Cannabis shall not be consumed by any employee on the premises of any commercial cannabis business.
- (c) No cannabis or cannabis products or graphics depicting cannabis or cannabis products shall be visible from the exterior of any property issued a commercial cannabis business permit, or on any of the vehicles owned or used as part of the commercial cannabis business. No outdoor storage of cannabis or cannabis products is permitted at any time.
- (d) Reporting and Tracking of Product and of Gross Sales. Each commercial cannabis business shall have in place a point-of-sale or management inventory tracking system to track and report on all aspects of the commercial cannabis business including, but not limited to, such matters as cannabis tracking, inventory data, gross sales (by weight and by sale) and other information which may be deemed necessary by the City. The commercial cannabis business shall ensure that such information is compatible with the City's record-keeping systems. In addition, the system must have the capability to produce historical transactional data for review. Furthermore, any system selected must be approved and authorized by the City Manager prior to being used by the permittee.
- (e) All cannabis and cannabis products sold, distributed or manufactured shall be cultivated, manufactured, and transported by licensed facilities that maintain operations in full

conformance with the State and local regulations.

- (f) Emergency Contact. Each commercial cannabis business shall provide the City Manager or his/her designee(s) with the name, telephone number (both land line and mobile, if available) of an on-site employee or owner to whom emergency notice can be provided at any hour of the day.

- (g) Signage and Notices.

- (1) In addition to the requirements otherwise set forth in this section, business identification signage for a commercial cannabis business shall conform to the requirements of the City ordinance, including, but not limited to, seeking the issuance of a City sign permit.

- (2) No signs placed on the premises of a commercial cannabis business shall obstruct any entrance or exit to the building or any window.

- (3) Each entrance to a commercial cannabis business shall be visibly posted with a clear and legible notice indicating that smoking, ingesting, or otherwise consuming cannabis on the premises or in the areas adjacent to the commercial cannabis business is prohibited.

- (4) Business identification signage shall be limited to that needed for identification only and shall not contain any logos or information that identifies, advertises, or lists the services or the products offered. No commercial cannabis business shall advertise by having a person holding a sign and advertising the business to passersby, whether such person is on the premises of the commercial cannabis business or elsewhere including, but not limited to, the public right-of-way.

- (5) Signage shall not be directly illuminated, internally or externally. No banners, flags, billboards or other prohibited signs may be used at any time.

- (6) In accordance with state law and regulations or as stipulated in the City of San Fernando regulatory permit, holders of a commercial cannabis business permit shall agree that, as an express and ongoing condition of permit issuance and subsequent renewal, the holder of the permit shall be prohibited from advertising any commercial cannabis business located in the City of San Fernando utilizing a billboard (fixed or mobile), bus shelter, placard, aircraft, or other similar forms of advertising. This paragraph is not intended to place limitations on the ability of a commercial cannabis business to advertise in other legally authorized forms, including on the internet, in magazines, or in other similar ways.

- (h) Minors.

- (1) Persons under the age of twenty-one (21) years shall not be allowed on the premises of a commercial cannabis business and shall not be allowed to serve as a driver for a mobile delivery service. It shall be unlawful and a violation of this Chapter for any person to employ any person at a commercial cannabis business who is not at least

twenty-one (21) years of age.

- (2) The entrance to the commercial cannabis business shall be clearly and legibly posted with a notice that no person under the age of twenty-one (21) years of age is permitted to enter upon the premises of the commercial cannabis business.
- (i) Odor Control. Odor control devices and techniques shall be incorporated in all commercial cannabis businesses to ensure that odors from cannabis are not detectable off-site. Commercial cannabis businesses shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the commercial cannabis business that is distinctive to its operation is not detected outside of the facility, anywhere on adjacent property or public rights-of-way, on or about the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for use by common tenants or the visiting public, or within any other unit located inside the same building as the commercial cannabis business. As such, commercial cannabis businesses must install and maintain the following equipment, or any other equipment which the Community Development Director or his/her designee(s) determine is a more effective method or technology:
  - (1) An exhaust air filtration system with odor control that prevents internal odors from being emitted externally;
  - (2) An air system that creates negative air pressure between the commercial cannabis business's interior and exterior, so that the odors generated inside the commercial cannabis business are not detectable on the outside of the commercial cannabis business.
- (j) Display of Permit and City Business License. The original copy of the commercial cannabis business permit issued by the City pursuant to this Chapter and the City issued business license shall be posted inside the commercial cannabis business in a location readily-visible to the public.
- (k) Background Check. Pursuant to California Penal Code Sections 11105(b)(11) and 13300(b)(11), which authorizes City authorities to access state and local summary criminal history information for employment, licensing, or certification purposes; and authorizes access to federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation, every person listed as an owner, manager, supervisor, employee, contract employee or who otherwise works in a commercial cannabis business must submit fingerprints and other information deemed necessary by the Chief of Police or his/her designee(s) for a background check by the City of San Fernando's Police Department. Pursuant to California Penal Sections 11105(b)(11) and 13300(b)(11), which requires that there be a requirement or exclusion from employment, licensing or certification based on specific criminal conduct on the part of the subject of the record. No person shall be issued a permit to operate a commercial cannabis business or a related work permit unless they have first cleared the background check, as determined by the Chief of Police or his/her designee(s), as required by this section. A fee for the cost of

the background investigation, which shall be the actual cost to the City to conduct the background investigation as it deems necessary and appropriate, shall be paid at the time the application for a commercial cannabis business permit is submitted.

- (l) Loitering. The owner and/or operator of a commercial cannabis business shall prohibit loitering by persons outside the facility both on the premises and within fifty (50) feet of the premises.
- (m) Permits and other Approvals. Prior to the establishment of any commercial cannabis business or the operation of any such business, the person intending to establish a commercial cannabis business must first obtain all applicable planning, zoning, building, and other applicable permits from the relevant governmental agency which may be applicable to the zoning district in which such commercial cannabis business intends to establish and to operate, including, without limit, a conditional use permit and development agreement.
- (n) Each commercial cannabis operator shall establish minimum training standards for all employees. The City Manager shall have the discretion to require other training for the business operations should the City identify deficiencies or non-compliance issues with city or state requirements.

#### **Section 22-494 – Other Operational Requirements.**

The City Manager may develop other commercial cannabis business operational requirements or regulations as are determined to be necessary to protect the public health, safety, and welfare.

#### **Section 22-495 – Store Front Retail, Non-Store Front Retail, and Microbusinesses Prohibited.**

- (a) Unless otherwise authorized under this Chapter, the establishment or operation of commercial cannabis microbusinesses and retail businesses (including storefront and non-storefront establishments) is expressly prohibited on any property located in the City of San Fernando pursuant and shall be subject to all applicable enforcement.
- (b) It shall be unlawful for any person, limited liability company, corporation, collective, cooperative or any other entity to manage or operate a cannabis storefront or non-store front facility in which customers are permitted on the premises or in which deliveries are made for which it will sell, exchange, barter, transfer, and/or promote, any cannabis or cannabis products in the City for commercial purpose unless they have been issued a commercial cannabis permit pursuant to this Chapter and authorized to conduct such activities.

#### **Section 22-496 – Operating Requirements for Out of City Medicinal Commercial Cannabis Delivery Services.**

Medicinal commercial cannabis delivery services may operate only during the hours specified in Section 22-496(b) or as stipulated in the commercial cannabis permit issued by the City. The



provisions of Sections 22-496, 22-497, and 22-498 shall automatically apply to adult-use cannabis deliveries only if required under state law or state regulation. Until such time, adult-use cannabis deliveries shall be strictly prohibited.

- (a) All storefront retailers, non-storefront retailers (delivery) and microbusinesses which conduct medicinal deliveries into the City of San Fernando shall be required to obtain a permit from the City of San Fernando in order to conduct retail sales regardless if they are located in another local jurisdiction.
- (b) Operating hours of the delivery service shall be limited to the hours of 9:00 a.m. through 9:00 p.m., seven days a week.
- (c) The delivery of cannabis into the City of San Fernando shall only be conducted by a cannabis retailers located outside of the City of San Fernando which holds a valid Retailer License from the State of California and a valid local agency cannabis Retailer License which authorizes the sale of cannabis goods to other jurisdictions.
- (d) A delivery employee of a licensed cannabis delivery service, carrying cannabis goods for delivery, shall only travel in an enclosed motor vehicle operated by the delivery employee or another delivery employee of the licensee.
- (e) All deliveries of cannabis goods must be performed by a delivery employee of a licensed cannabis retailer and shall be at least 21 years of age.
- (f) A licensed delivery service shall not use the services of an independent contractor, courier service or use a personal vehicle to deliver cannabis goods.
- (g) All deliveries of cannabis goods shall be made in person. A delivery of cannabis goods shall not be made through the use of an unmanned vehicle.
- (h) A delivery employee of a licensed retailer shall during the deliveries, carry a copy of the retailer's current license, the employee's government-issued identification, and an employer provided badge containing a picture and the name of the delivery employee.
- (i) The licensed delivery service shall maintain an accurate list of the cannabis retailer's delivery employees.
- (j) While carrying cannabis goods for delivery, a delivery employee of a licensed cannabis delivery service shall ensure the cannabis goods are not visible to the public.
- (k) A delivery employee of a licensed delivery service shall not leave cannabis goods in an unattended motor vehicle unless the motor vehicle is equipped with an active vehicle alarm system.
- (l) A vehicle used for the delivery of cannabis goods shall be outfitted with a dedicated Global Positioning System (GPS) device for the identifying the geographic location of the delivery vehicle. A dedicated GPS device does not include a phone or tablet. The device shall be either permanently or temporarily affixed to the delivery vehicle and shall

remain active and inside of the delivery vehicle at all times during the delivery. At all times, the licensed delivery service shall be able to identify the geographic location of the delivery vehicles that are making deliveries for the delivery service and shall provide the information to the City upon request.

- (m) Licensed delivery services must have proper shipping manifest documentation which includes the following information:
  - (1) The name of the licensee;
  - (2) The names of the authorized drivers;
  - (3) The type and quantity or amount of cannabis goods being transported;
  - (4) The unique identifiers issued by the Department of Food and Agriculture pursuant to Health and Safety Code section 11362.777;
  - (5) The quantity and weight or amount of cannabis goods being transported;
  - (6) The time and location of departure;
  - (7) The time and location of the expected arrival; and
  - (8) The make, model and license plate number of the vehicle.
- (n) While making deliveries, an employee of a delivery services shall not carry goods in excess of \$10,000 at any time. This value shall be determined using the retail price of all cannabis goods carried by the delivery service.
- (o) While being transported cannabis good shall be locked in a box that is secured to the inside of the vehicle.
- (p) Vehicles used to deliver cannabis must be non-conspicuous and shall not display signs, logos, pictures or any other form of advertisement which can be detectable by a bystander or observer that the cannabis delivery vehicle may be used or is carrying cannabis goods in the vehicle.
- (q) The commercial cannabis delivery service shall only sell cannabis or cannabis products to a natural person 21 years of age or older, or a natural person 18 years of age or older who possesses a physician's recommendation for cannabis medical use only.

#### **Section 22-497 – Vehicle Requirements for Medicinal Commercial Cannabis Out of City Delivery Services.**

Prior to commencing operations, a cannabis out of City delivery service shall provide the following information to the City.

- (a) Proof of ownership of the vehicle or a valid lease for any and all vehicles that will be used to deliver cannabis or cannabis products.

- (b) The year, make, model, license plate number, and numerical Vehicle Identification Number (VIN) for any and all vehicles that will be used to deliver cannabis goods.
- (c) Proof of insurance as required in Section 22-487(b) for any and all vehicles being used to deliver cannabis goods.
- (d) The licensee shall provide the City with the information required by this section in writing for any new vehicle that will be used to deliver cannabis goods prior to using the vehicle to deliver cannabis goods.
- (e) The licensee shall provide the City with any changes to the information required by this section in writing within thirty (30) calendar days.

**Section 22-498 – Permissible Delivery Locations and Customers for Medicinal Commercial Cannabis Deliveries.**

Medicinal commercial cannabis delivery businesses located outside of the City permitted to engage in delivery of cannabis and cannabis products inside the City are subject to the following requirements:

- (a) A cannabis business must be authorized by the City to deliver cannabis goods to a residential address in the City and/or to other jurisdictions in which it is not prohibited to conduct deliveries of cannabis goods;
- (b) A licensed cannabis business shall not deliver cannabis goods to an address located on publicly owned land or any address on land or in a building leased by a public agency.
- (c) A licensed cannabis business shall comply with all requirements of state and local law pertaining to the cannabis permit and all subsequent policies, procedures, and regulations which may be amended by the City Manager from time to time in order to enforce this Chapter.

**Section 22-499 – Operating Requirements for Commercial Cultivation.**

- (a) Outdoor commercial cannabis cultivation is prohibited.
- (b) In no case, shall cannabis plants be visible from a public or private road, sidewalk, park or any common public viewing area.
- (c) Cannabis cultivation shall be conducted in accordance with state and local laws related to land conversion, grading, electricity, water usage, water quality, woodland and riparian habitat protection, agricultural discharges, and similar matters.
- (d) Pesticides and fertilizers shall be properly labeled and stored to avoid contamination through erosion, leakage or inadvertent damage from pests, rodents or other wildlife.
- (e) The cultivation of cannabis shall at all times be operated in such a way as to ensure the health, safety, and welfare of the public, the employees working at the commercial

cannabis business, visitors to the area, neighboring properties, and the end users of the cannabis being cultivated, to protect the environment from harm to streams, fish, and wildlife; to ensure the security of the cannabis being cultivated; and to safeguard against the diversion of cannabis.

- (f) All applicants for a cannabis cultivation permit shall submit to the following in addition to the information generally otherwise required for a commercial cannabis business:
  - (1) A cultivation and operations plan that meets or exceeds minimum legal standards for water usage, conservation and use; drainage, runoff, and erosion control; watershed and habitat protection; and proper storage of fertilizers, pesticides, and other regulated products to be used on the parcel, and a description of the cultivation activities and schedule of activities during each month of growing and harvesting, or explanation of growth cycles and anticipated harvesting schedules for all-season harvesting.
  - (2) A description of a legal water source, irrigation plan, and projected water use.
  - (3) Identification of the source of electrical power and plan for compliance with applicable Building Codes and related codes.
  - (4) Plan for addressing odor and other public nuisances that may derive from the cultivation site.

#### **Section 22-500 – Operating Requirements for Distributors.**

- (a) A distributor shall not store non-cannabis goods or non-cannabis accessories that are to be sold to another party on any licensed premises. Additionally, a distributor shall not distribute non-cannabis goods or non-cannabis accessories at a licensed premise. For the purposes of this section, non-cannabis goods are any goods that do not meet the definition of cannabis goods as defined in Section 5000(c) of the California Code of Regulations.
- (b) After taking physical possession of a cannabis goods batch, the distributor shall contact a testing laboratory and arrange for a laboratory employee to come to the distributor's licensed premises to select a representative sample for laboratory testing.
- (c) A distributor shall ensure that all cannabis goods batches are stored separately and distinctly from other cannabis goods batches on the distributor's premises.
- (d) The distributor shall ensure that the batch size from which the sample is taken meets the requirements of state law, specifically the testing provisions within the California Code of Regulations.
- (e) A distributor or an employee of the distributor shall be physically present to observe the laboratory employee obtain the sample of cannabis goods for testing and shall ensure that the increments are taken from throughout the batch. The sampling shall be video-recorded, and the recording kept available to state and local authorities for a minimum of

180 days, pursuant to Section 5305 of the California Code of Regulations.

- (f) A distributor shall not transport cannabis or cannabis products to a licensed retail facility until and unless it has verified that the cannabis or cannabis products have been tested and certified by a testing lab as being in compliance with state health and safety requirements pursuant to Sections 5705, 5710 and 5714 of the California Code of Regulations.

#### **Section 22-501 – Operating Requirements for Testing Laboratories.**

- (a) Testing laboratories shall be required to conduct all testing in a manner pursuant to Business and Professions Code Section 26100 and shall be subject to state and local law. Each testing laboratory shall be subject to additional regulations as determined from time to time as more regulations are developed under this Chapter and any subsequent State of California law or regulation regarding the same.
- (b) Testing laboratories shall conduct all testing in a manner consistent with general requirements for the competence of testing and calibrations activities, including sampling using verified methods.
- (c) All cannabis testing laboratories performing testing shall obtain and maintain ISO/IEC 17025 accreditation as required by the Bureau .
- (d) Testing labs shall destroy any harvest batch whose testing sample indicates noncompliance with health and safety standards required by the bureau unless remedial measures can bring the cannabis or cannabis products into compliance with quality standards as specified by law and implemented by the Bureau.
- (e) Each operator shall ensure that a testing laboratory employee takes the sample of cannabis or cannabis products from the distributor's premises for testing required by state law and that the testing laboratory employee transports the sample to the testing laboratory.
- (f) Except as provided by state law, a testing laboratory shall not acquire or receive cannabis or cannabis products except from a licensee in accordance with state law, and shall not distribute, sell, or dispense cannabis, or cannabis products, from the licensed premises from which the cannabis or cannabis products were acquired or received. All transfer or transportation shall be performed pursuant to a specified chain of custody protocol.
- (g) A testing laboratory may receive and test samples of cannabis or cannabis products from a qualified patient or primary caregiver only if the qualified patient or primary caregiver presents the qualified patient's valid physician's recommendation for cannabis for medicinal purpose. A testing laboratory shall not certify samples from a qualified patient or primary caregiver for resale or transfer to another party or licensee. All tests performed by a testing laboratory for a qualified patient or primary caregiver shall be recorded with the name of the qualified patient or primary caregiver and the amount of the cannabis or cannabis products received.

## **Section 22-502 – Operating Requirements for Cannabis Manufacturers.**

- (a) Cannabis manufacturing shall only be permitted pursuant to this Chapter and state law.
- (b) Any compressed gases used in the manufacturing process shall not be stored on any property within the City in containers that exceeds the amount which is approved by the Fire Department and authorized by the regulatory permit. Each site or parcel subject to a commercial cannabis business permit shall be limited to a total number of tanks as authorized by the Fire Department on the property at any time.
- (c) Cannabis Manufacturing facilities may use heat, screens, presses, steam distillation, ice water, ethanol and other methods without employing solvents or gases to create keef, hashish, bubble hash, or infused dairy butter, or oils or fats derived from natural sources, and other extracts.
- (d) If an extraction process uses a professional grade closed loop CO<sub>2</sub> gas extraction system every vessel must be certified by the manufacturer for its safe use as referenced in 22-501 (f). The CO<sub>2</sub> must be of at least ninety-nine percent (99%) purity.
- (e) Closed loop systems for compressed gas extraction systems must be commercially manufactured and bear a permanently affixed and visible serial number.
- (f) Certification from an engineer licensed by the State of California, or by a certified industrial hygienist, must be provided to the Community Development Department for a professional grade closed loop system used by any commercial cannabis manufacturing manufacturer to certify that the system was commercially manufactured, is safe for its intended use, and was built to codes of recognized and generally accepted good engineering practices, including but not limited to:
  - (1) The American Society of Mechanical Engineers (ASME);
  - (2) American National Standards Institute (ANSI);
  - (3) Underwriters Laboratories (UL); or
  - (4) The American Society for Testing and Materials (ASTM).
- (g) The certification document must contain the signature and stamp of the professional engineer or industrial hygienist and serial number of the extraction unit being certified.
- (h) Professional closed loop systems, other equipment used, the extraction operation, and facilities must be approved for their use by the Fire Department and meet any required fire, safety, and building code requirements specified in the California Building Reference Codes.
- (i) Cannabis manufacturing facilities may use food grade glycerin, ethanol, and propylene glycol solvents to create or refine extracts. Ethanol should be removed from the extract in a manner to recapture the solvent and ensure that it is not vented into the atmosphere.



- (j) Cannabis manufacturing facilities creating cannabis extracts must develop standard operating procedures, good manufacturing practices, and a training plan prior to producing extracts for the marketplace.
- (k) Any person using solvents or gases in a closed looped system to create cannabis extracts must be fully trained on how to use the system, have direct access to applicable material safety data sheets and handle and store the solvents and gases safely.
- (l) Parts per million for one gram of finished extract cannot exceed state standards for any residual solvent or gas when quality assurance tested.

#### **Section 22-503 – Promulgation of Regulations, Standards, and Other Legal Duties.**

- (a) In addition to any regulations adopted by the City Council, the City Manager is authorized to establish any additional rules, regulations and standards governing the issuance, denial or renewal of commercial cannabis business permits, the ongoing operation of commercial cannabis businesses and the City's oversight, or concerning any other subject determined to be necessary to carry out the purposes of this Chapter.
- (b) Regulations shall be published on the City's website.
- (c) Regulations promulgated by the City Manager shall become effective upon date of publication. Commercial cannabis businesses shall be required to comply with all state and local laws and regulations, including but not limited to any rules, regulations or standards adopted by the City Manager or his/her designee.
- (d) Special events and other activities not explicitly regulated by this Chapter shall be subject to state law and shall be subject to additional city regulations as determined from time to time as more regulations are developed under Section 22-503(a) of this Chapter and any subsequent State of California legislation regarding the same.

#### **Section 22-504 – Community Relations.**

- (a) Each commercial cannabis business shall provide the name, telephone number, and email address of a community relations contact to whom notice of problems associated with the commercial cannabis business can be provided. Each commercial cannabis business shall also provide the above information to all businesses and residences located within one hundred (100) feet of the commercial cannabis business.
- (b) During the first year of operation pursuant to this Chapter, the owner, manager, and community relations representative from each commercial cannabis business holding a permit issued pursuant to this Chapter shall attend meetings with the City Manager and other interested parties as deemed appropriate by the City Manager, to discuss costs, benefits, and other community issues arising as a result of implementation of this Chapter. After the first year of operation, the owner, manager, and community relations representative from each such commercial cannabis business shall meet with the City Manager when and as requested by the City Manager.

- (c) Commercial cannabis businesses to which a permit is issued pursuant to this Chapter shall develop a city approved public outreach and educational program for youth organizations and educational institutions that outlines the risks of youth addiction to cannabis, and that identifies resources available to youth related to drugs and drug addiction.

#### **Section 22-505 – Fees Deemed Debt to the City.**

The amount of any fee, cost or charge imposed pursuant to this Chapter shall be deemed a debt to the City of San Fernando that is recoverable via an authorized administrative process as set forth in the City ordinance, or in any court of competent jurisdiction.

#### **Section 22-506 – Permit Holder Responsibility for Violations.**

The person to whom a permit is issued pursuant to this Chapter shall be responsible for all violations of the laws of the State of California or of the regulations and/or the ordinances of the City of San Fernando, whether committed by the permittee or any employee or agent of the permittee, which violations occur in or about the premises of the commercial cannabis business whether or not said violations occur within the permit holder's presence.

#### **Section 22-507 – Inspections and Enforcement.**

- (a) The City Manager charged with enforcing the provisions of this Code, or any provision thereof, may enter the location of a commercial cannabis business at any time, without notice, and inspect the location of any commercial cannabis business as well as any recordings and records required to be maintained pursuant to this Chapter or under applicable provisions of state law.
- (b) It is unlawful for any person having responsibility over the operation of a commercial cannabis business, to impede, obstruct, interfere with, or otherwise not to allow, the City to conduct an inspection, review or copy records, recordings or other documents required to be maintained by a commercial cannabis business under this Chapter or under state or local law. It is also unlawful for a person to conceal, destroy, deface, damage, or falsify any records, recordings or other documents required to be maintained by a commercial cannabis business under this Chapter or under state or local law.
- (c) The City Manager charged with enforcing the provisions of this Chapter may enter the location of a commercial cannabis business at any time during the hours of operation and without notice to obtain samples of the cannabis to test for public safety purposes. Any samples obtained by the City shall be logged, recorded, and maintained in accordance with established procedures by the City.

#### **Section 22-508 – Compliance with State Regulation.**

It is the stated intent of this Chapter to regulate commercial cannabis activity in the City in compliance with all provisions MAUCRSA and any subsequent state legislation.

#### **Section 22-509 – Anti-Lobbying.**

- (a) Following the submission of an application with the City for a conditional use permit, development agreement, or commercial cannabis business permit, or for any of the cannabis-related business activities subject to this Chapter and before any hearing or other proceeding before the Planning & Preservation Commission or the City Council:
- (1) The applicant for such entitlements (including the applicant's employees, consultants and other agents) shall be prohibited from contacting any member of the Planning & Preservation Commission or the City Council with the intent to influence any one or more members of the Planning & Preservation Commission or the City Council on the disposition of the applicant's pending entitlement application;
  - (2) Members of the Planning & Preservation Commission and the City Council, shall be prohibited from directly contacting any applicant for any conditional use permit or development agreement including any employees, consultants or other agents for such applicant.
- (b) If an applicant, the applicant's consultant or any other employee or agent of the applicant wish to pose a question regarding their pending application to the City or provide information which the applicant deems important for consideration by the Planning & Preservation Commission or the City Council, such communication shall be made in writing and delivered to the attention of the Director of Community Development. The Director of Community Development shall include such communications as part of any agenda packet materials provided to either the Planning & Preservation Commission or the City Council as part of the public hearings on the entitlements.
- (c) If a member of the Planning & Preservation Commission or a member of the City Council wishes to pose a question to the applicant prior to the hearing on the applicant's entitlements, such query shall be presented in writing to the Director of Community Development and relayed by the Director of Community Development to the applicant. Copies of the written query shall be provided to all other members of body upon which the member posing the question sits and such communication shall also be made part of the agenda materials provided to the Planning & Preservation Commission and the City Council. Applicant responses by the applicant shall be submitted to the City in the same manner set forth under subsection (B) of this section, above.

#### **Section 22-510 – Violations Declared a Public Nuisance.**

Each and every violation of the provisions of this Chapter is hereby deemed unlawful and a public nuisance.

#### **Section 22-511 – Each Violation a Separate Offense.**

Each and every violation of this Chapter shall constitute a separate violation and shall be subject to all remedies and enforcement measures authorized by the City of San Fernando. Additionally, as a nuisance per se, any violation of this Chapter shall be subject to injunctive relief, any permit issued pursuant to this Chapter being deemed null and void, disgorgement and payment to the City for any monies unlawfully obtained, costs of abatement, costs of investigation, attorney fees, and any other relief or remedy available at law or in equity. The City of San Fernando may also pursue any and all remedies and actions available and applicable under state and local laws for any violations committed by the commercial cannabis business or persons related to, or associated with, the commercial cannabis activity. Additionally, when there is determined to be

an imminent threat to public health, safety or welfare, the City Manager, or his/her designee(s), may take immediate action to temporarily suspend a commercial cannabis business permit issued by the City, pending a hearing before the City Manager, or his/her designee(s).

#### **Section 22-512 – Criminal Penalties.**

Each and every violation of the provisions of this Chapter may in the discretion of the District Attorney or City Attorney be prosecuted as a misdemeanor and upon conviction be subject to a fine not to exceed one thousand dollars (\$1,000) or imprisonment in the County jail for a period of not more than twelve (12) months, or by both such fine and imprisonment. Each day a violation is committed or permitted to continue shall constitute a separate offense.

#### **Section 22-513 – Remedies Cumulative and Not Exclusive.**

The remedies provided herein are not to be construed as exclusive remedies. The City is authorized to pursue any proceedings or remedies provided by law.

**SECTION 5. CEQA.** This Ordinance is exempt from the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines Section 15061(b)(3) because the code amendment will not result in a direct or reasonably foreseeable indirect physical change in the environment, does not constitute a “project,” and has no potential for causing a significant effect on the environment. Further, Business and Professions Code Section 26055(h) exempts local ordinances, such as the proposed code amendment, from CEQA that authorizes commercial cannabis activity through discretionary review and approval, which this code amendment requires.

**SECTION 6. Inconsistent Provisions.** Any provision of the San Fernando City Code or appendices thereto that conflicts with the provisions of this Ordinance, to the extent of such conflict and no further, is hereby repealed or modified to the extent necessary to affect the provisions of this Ordinance.

**SECTION 7. Severability.** If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or any part thereof is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase would be subsequently declared invalid or unconstitutional.

**SECTION 8. Publication.** The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within fifteen (15) days after its adoption. This Ordinance shall become effective thirty (30) days after adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of San Fernando at its regular meeting on this \_\_\_\_\_ of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Sylvia Ballin, Mayor

ATTEST:

\_\_\_\_\_  
Elena Chavez  
City Clerk of the City of San Fernando

STATE OF CALIFORNIA            )  
COUNTY OF LOS ANGELES    ) SS:  
CITY OF SAN FERNANDO        )

I, Elena Chavez, City Clerk of the City of San Fernando, do hereby certify that the above and foregoing Ordinance No. \_\_\_\_\_ was introduced at the regular meeting of the City Council held on \_\_\_\_\_ day of \_\_\_\_\_ 2018, and thereafter at the regular meeting of said City Council, duly held on the \_\_\_\_\_ day of \_\_\_\_\_ 2018, was passed and adopted by the following votes to wit:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

\_\_\_\_\_  
Elena Chavez,  
City Clerk of the City of San Fernando

**EXHIBIT “A”  
BUFFER MAP**



# Exhibit "A"



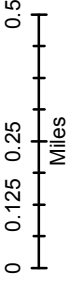
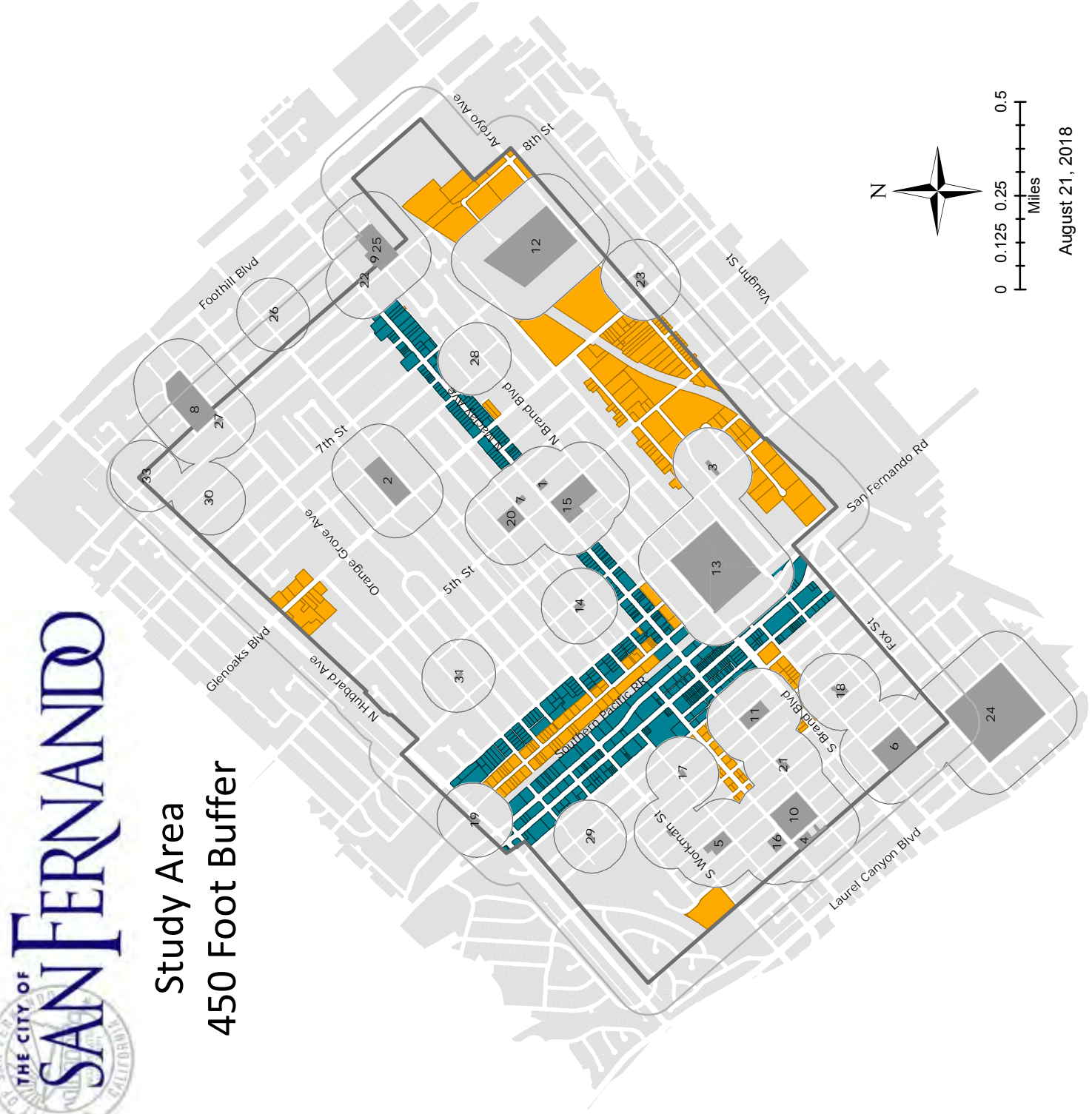
## Study Area 450 Foot Buffer

### SCHOOLS, DAYCARE CENTERS AND YOUTH CENTERS

1. INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL
2. GLENOAKS CHRISTIAN ELEMENTARY AND WOODEN SHOE PRESCHOOL
3. ROMAN CATHOLIC ARCHBISHOP OF LOS ANGELES
4. TRINITY CHURCH
5. SANTA ROSA BISHOP ALEMANY
6. O MELVENY ELEMENTARY SCHOOL
7. CALIFORNIA CHILDREN'S ACADEMY - AMANECER
8. PUC INSPIRE CHARTER ACADEMY
9. GRIDLEY STREET ELEMENTARY SCHOOL
10. SAN FERNANDO ELEMENTARY SCHOOL
11. ST. FERDINAND ELEMENTARY SCHOOL
12. CEASAR CHAVEZ LEARNING CENTERS
13. SAN FERNANDO MIDDLE SCHOOL
14. NUEVA ESPERANZA CHARTER ACADEMY
15. MORNINGSIDE ELEMENTARY SCHOOL
16. CALIFORNIA'S CHILDRENS ACADEMY
17. VOLUNTEERS OF AMERICA
18. KIDS 1ST LEARNING CENTER
19. KINDER CARE LEARNING CENTER
20. CALIFORNIA CHILDRENS ACADEMY
21. VOLUNTEERS OF AMERICA BUEN PRINCIPIO PRESCHOOL
22. YWCA GREATER LOS ANGELES
23. YOUTH POLICY INSTITUTE
24. SAN FERNANDO HIGH SCHOOL
25. VISTA DEL VALLE DL ACADEMY
26. MENJIVAR FAMILY DAY CARE
27. DAYCARE #1
28. DAYCARE #2
29. DAYCARE #3
30. DAYCARE #4
31. DAYCARE #5
32. DAYCARE #6
33. DAYCARE #7

### LEGEND

- City Boundary 450 Foot Buffer
- Schools And Daycares
- 450 Foot Buffer
- M1, M2, C1, Limited C2 Zones (181 Parcels)
- SP5 Zone (457 Parcels)



August 21, 2018

**NOTICE OF A  
PUBLIC HEARING**

**THE CITY OF SAN FERNANDO PLANNING AND PRESERVATION COMMISSION**

A public hearing on this matter and associated potential environmental impacts, if any, will be conducted by the City of San Fernando Planning and Preservation Commission on:

**DATE:** October 2, 2018

**TIME:** 6:30 p.m.


**HEARING LOCATION:** City Hall Council Chambers, 117 Macneil Street, San Fernando, CA 91340

**TO BE CONSIDERED:** The Planning and Preservation Committee will consider an Ordinance/Code Amendment No. 2018-002 amending San Fernando Municipal Code Chapter 22 (Business) and Chapter 106 (Zoning) to prohibit Citywide medicinal and adult use commercial cannabis retail (both storefront dispensaries and non-storefront delivery services) and microbusinesses and to establish regulations and a discretionary review process for the allowance of medicinal and adult use commercial cannabis cultivation, distribution, and manufacturing in the M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the Workplace Flex District within the San Fernando Corridors Specific Plan (SP-5) zone, and medicinal and adult use commercial cannabis laboratory testing in the C-1 (Limited Commercial), C-2 (Commercial), and SC (Service Commercial) commercial zones, M-1 (Limited Industrial) and M-2 (Light Industrial) manufacturing zones, and the MacLay, Downtown, Workplace Flex, Mixed-Use Corridor and Auto Commercial Districts within the San Fernando Corridors Specific Plan (SP-5) zone. Businesses would be subject to a 450-foot buffer from day cares, youth centers, and K-12 public and private schools. Code Amendment No. 2018-002 would also establish regulations for medicinal-only commercial cannabis deliveries made in the City that originate from outside of the City's boundaries.

**CEQA:** The proposed code amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061(b)(3) because the code amendment will not result in a direct or reasonably foreseeable indirect physical change in the environment, does not constitute a "project," and has no potential for causing a significant effect on the environment. Further, Business and Professions Code Section 26055(h) exempts local ordinances, such as the proposed code amendment, from CEQA that authorizes commercial cannabis activity through discretionary review and approval, which this code amendment requires.

**PUBLIC COMMENT:** Persons wishing to comment on the proposed code amendment may do so orally or in writing at the public hearing or in writing prior to the meeting date. Comments should be sent to Timothy T. Hou, Director of Community Development at (818) 898-1227 or [thou@sfcity.org](mailto:thou@sfcity.org) or by written correspondence to: City of San Fernando, Community Development Department, 117 Macneil Street, San Fernando, CA 91340-2993. Please note that interested parties who may later wish to appeal or otherwise challenge any findings made or action taken by the Planning and Preservation Commission may be limited to appealing or challenging only those issues or concerns that were raised orally or in writing by or before the close of the public hearing conducted by the Planning and Preservation Commission.

For further information regarding this proposal, please contact Timothy T. Hou, Director of Community Development at (818) 898-1227 or [thou@sfcity.org](mailto:thou@sfcity.org) or by written correspondence to: City of San Fernando, Community Development Department, 117 Macneil Street, San Fernando, CA 91340-2993.

  
\_\_\_\_\_  
**Timothy T. Hou, AICP**  
Director of Community Development





THE CITY OF  
**SAN FERNANDO**

*What do you think about the*  
**CANNABIS (MARIJUANA)**  
**INDUSTRY**  
*coming to our City?*

The City is hosting a series of community workshops to listen to residents' concerns about cannabis.

- **THURSDAY | JANUARY 18, 2018 | 6:30 PM**  
**Recreation Park 208 Park Avenue**
- **SATURDAY | JANUARY 27, 2018 | 2 PM**  
**Las Palmas Park 505 S. Huntington Street**
- **THURSDAY | FEBRUARY 1, 2018 | 6:30 PM**  
**Council Chambers 117 Macneil Street**
- **SATURDAY | FEBRUARY 10, 2018 | 2 PM**  
**Council Chambers 117 Macneil Street**

**FOR MORE INFORMATION:**

818.898.1202 | [info@sfcity.org](mailto:info@sfcity.org) | [www.sfcity.org](http://www.sfcity.org)

*Discussion will include:*

How can we keep cannabis out of the hands of our youth?

Will cannabis business bring crime to our community?

How much revenue can the City expect to generate from cannabis taxes and fees?

What could these revenues be used for?

What are public health and environmental impacts?

In 2016, California voters passed Prop 64 legalizing the non-medical use of cannabis, with certain restrictions, and provides for industry licensing and establishing standards for marijuana projects. Prop 64 also allows for state and local regulation and taxation of marijuana businesses.

LA CIUDAD DE  
**SAN FERNANDO**

# *¿Que piensa sobre la industria de la* **CULTIVACION DEL CANNABIS** **(MARIJUANA)** *en la ciudad?*

La ciudad estará presentando una serie de talleres comunitarios para escuchar las inquietudes que los residentes pueden tener sobre el cannabis.

- **JUEVES | 18 DE ENERO DEL 2018 | 6:30 PM**  
**Parque Recreación 208 Park Avenue**
- **SABADO | 27 DE ENERO DEL 2018 | 2 PM**  
**Parque Las Palmas 505 S. Huntington Street**
- **JUEVES | 1 DE FEBRERO DEL 2018 | 6:30 PM**  
**Cámara del Concilio 117 Macneil Street**
- **SABADO | 10 DE FEBRERO DEL 2018 | 2 PM**  
**Cámara del Concilio 117 Macneil Street**

## **PARA MÁS INFORMACIÓN:**

818.898.1202 | [info@sfcity.org](mailto:info@sfcity.org) | [www.sfcity.org](http://www.sfcity.org)

### *La charla incluirá:*

¿Como podremos mantener el cannabis fuera del alcance de nuestros jóvenes?

¿Traerá crimen a nuestra Ciudad la industria del cannabis?

¿Cuanto ingreso se espera que los impuestos y tarifas del cannabis generen para la ciudad?

¿Para que se pueden utilizar esos ingresos?

¿Cuáles serán los impactos a la salud pública y ambientales?

En el 2016, los votantes de California pasaron la Proposición 64 que legaliza el uso no medicinal del cannabis, con ciertas restricciones, y estipula la concesión y establece normas para proyectos de marijuana. Proposición 64 también permite regulaciones estatales y locales e impuestos a los negocios de marijuana.

ATTACHMENT "D"



**CITY of SAN FERNANDO**  
**Community Workshop**

Presented by: Matthew Eaton

ATTACHMENT "D"

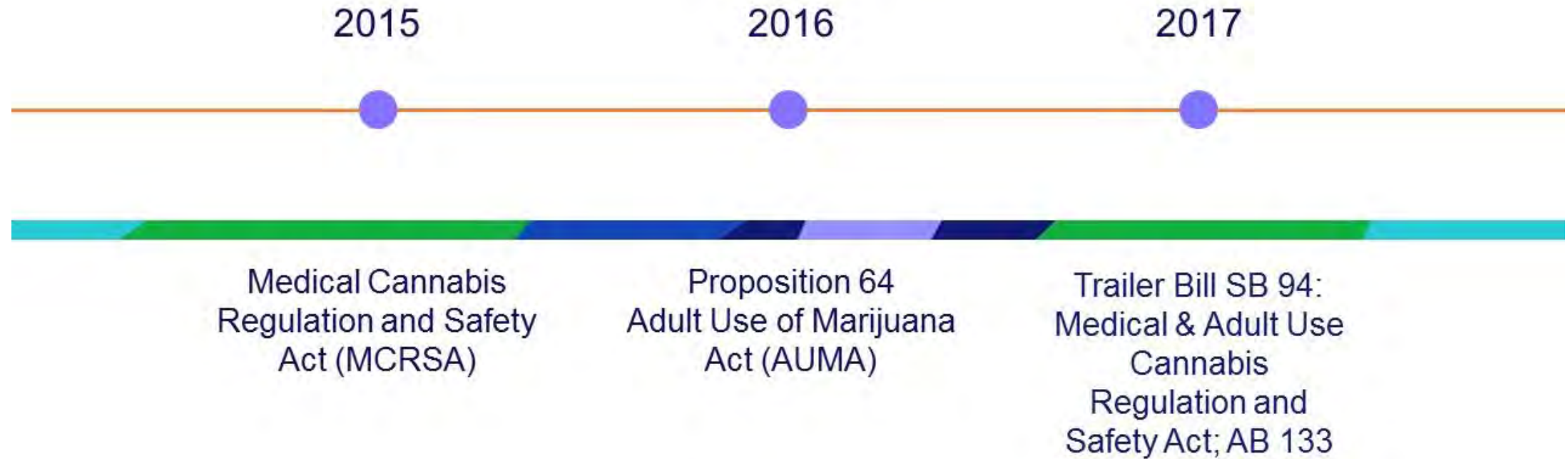




## Overview of State & Local Legislation



# California Cannabis Legislation



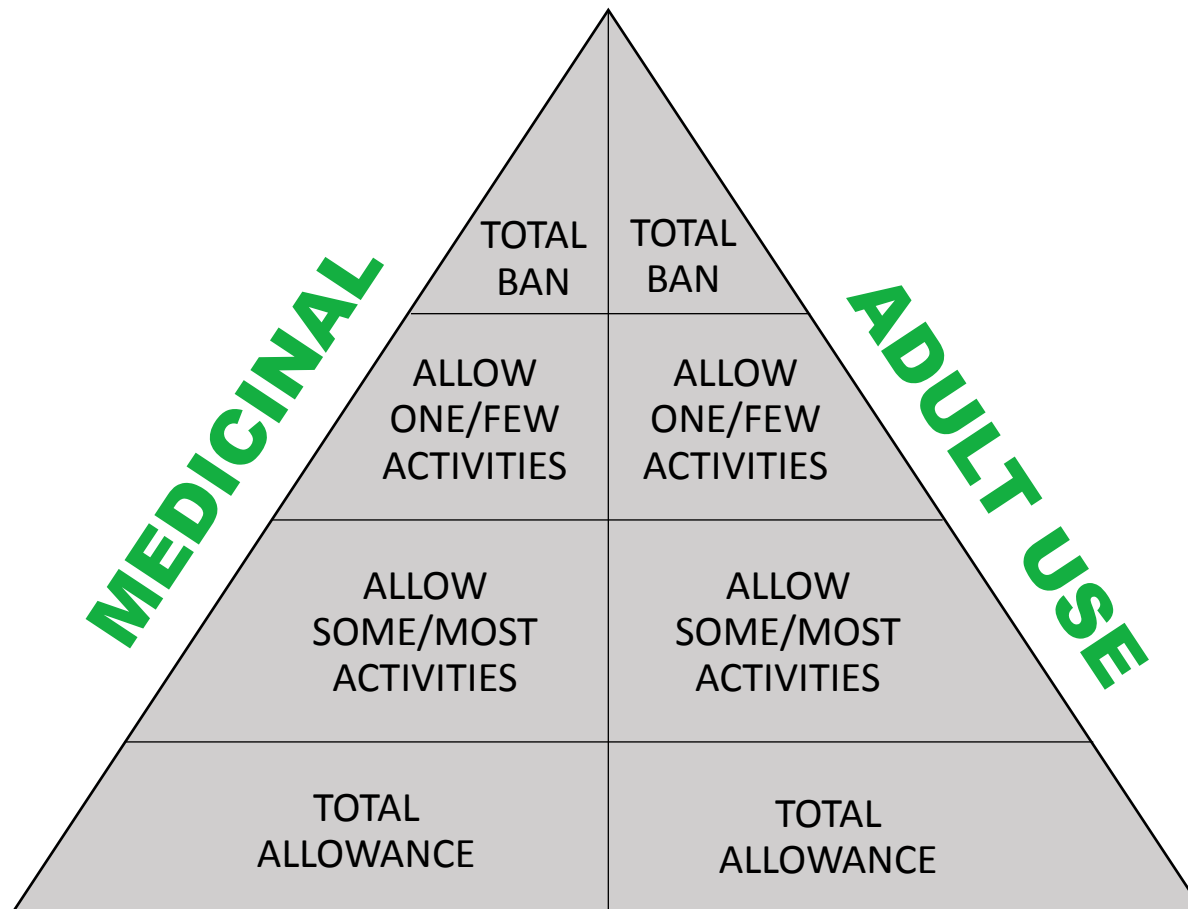
## CANNABIS POLICY COMMUNITY OUTREACH

## Protects local control by:

- **Dual licensing:** A requirement in statute that all marijuana businesses must have both a state license and a local license or permit to operate legally in California. Jurisdictions that regulate or ban medical marijuana will be able to retain their regulations or ban.
- **Enforcement:** Local governments may enforce state law and local ordinances if they request that authority and if it is granted by the relevant state agency.

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# MEDICAL & ADULT-USE CANNABIS REGULATION AND SAFETY ACT (MAUCRSA)



## REGULATORY OPTIONS

MARIJUANA  
POLICY  
DEVELOPMENT

*“Policies designed today will help  
shape how your industry looks  
tomorrow.”*

-HdL Companies

# CREATING REGULATIONS

## Areas to Consider

- Hours of operation
- Business location (zoning)
- Signage/advertisement
- Physical security
- Smell, sight, noise
- Reporting requirements
- Employee badge requirements



# CREATING REGULATIONS

## Areas to Consider

- Unpermitted construction activity
- Vendors and consultants
- Access control requirements
- Record reporting/retention requirements
- Investigation and inspection protocols
- Good neighbor policy



# Overview of Commercial Cannabis Business types



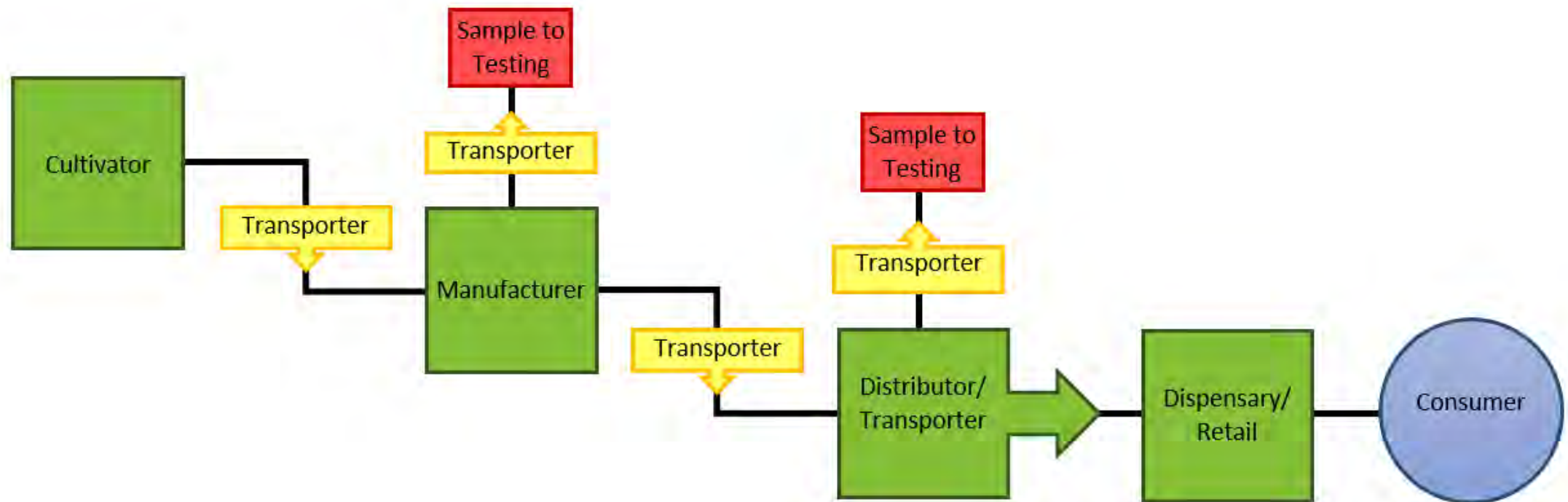


## CANNABIS POLICY COMMUNITY OUTREACH

### City Council Sets Cannabis Regulatory Policies on:

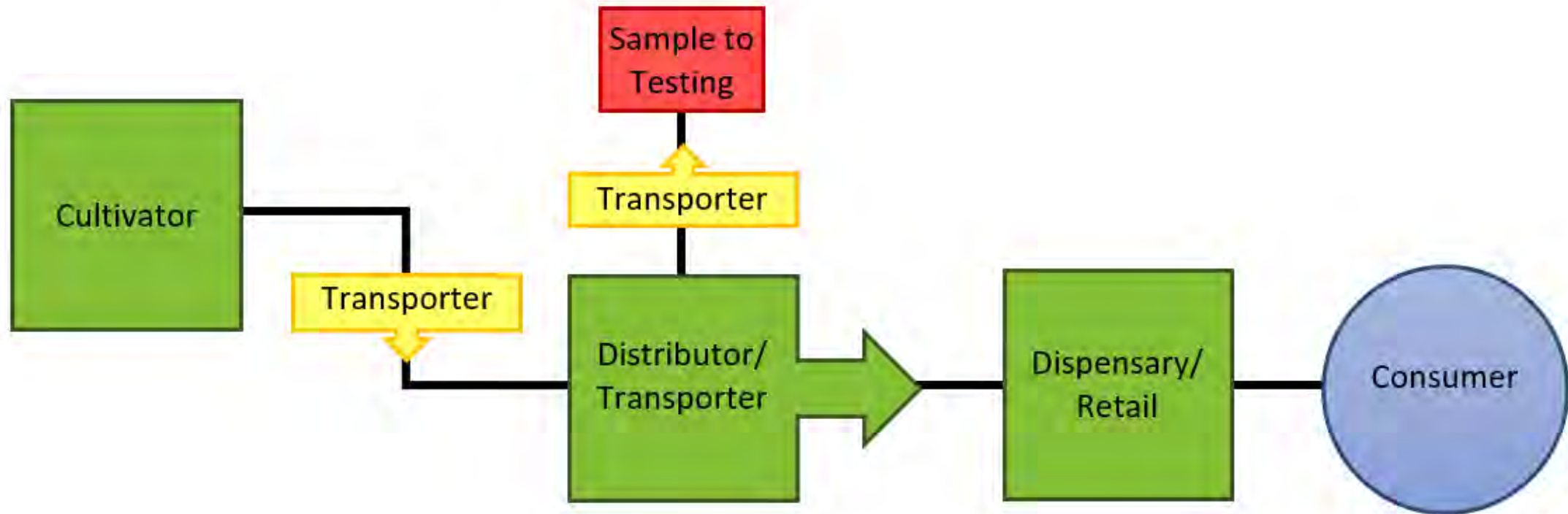
- Cultivation
- Microbusiness
- Manufacturing
- Testing Labs
- Delivery/Non Store Front Retailer
- Retail-Medicinal/Adult-Use
- Distribution Facilities

Manufactured Cannabis Products Model  
(concentrates, edibles, salves, tinctures, etc.)





Non-Manufactured Cannabis Model  
(flower, leaf or pre-rolled)





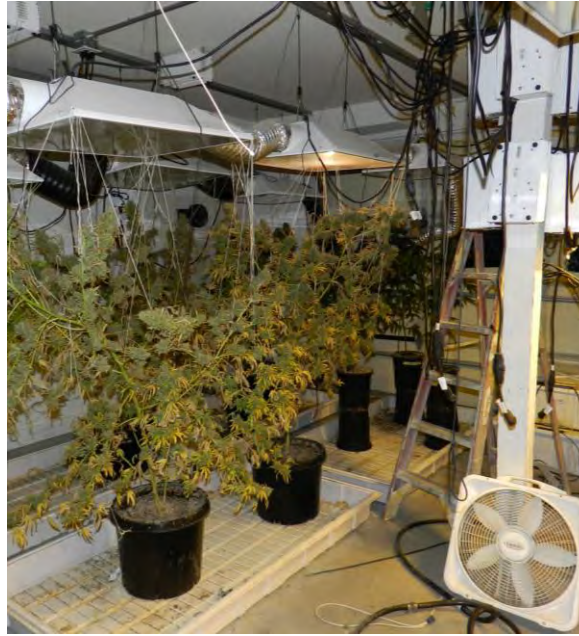
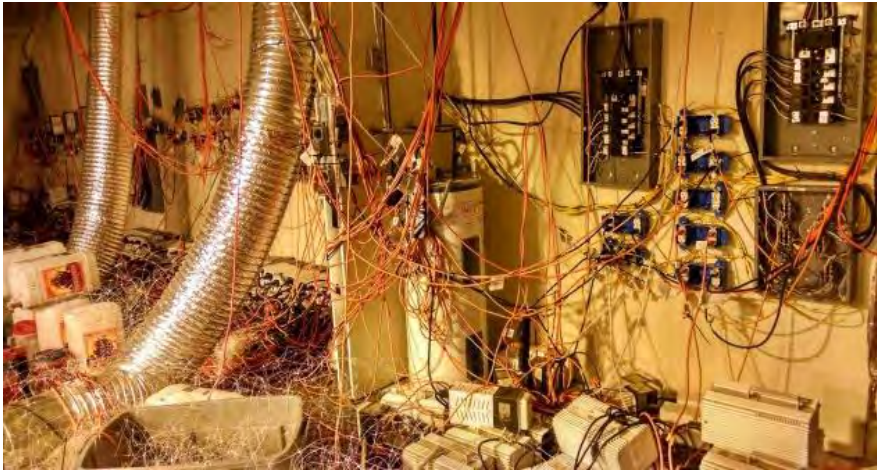
# RETAILER/MICROBUSINESS





# CULTIVATIONS





# ELECTRICAL EQUIPMENT





# EXTRACTION FACILITY



# MANUFACTURING





# UNLICENSED ACTIVITIES





# DISTRIBUTION

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# TESTING LABORATORIES

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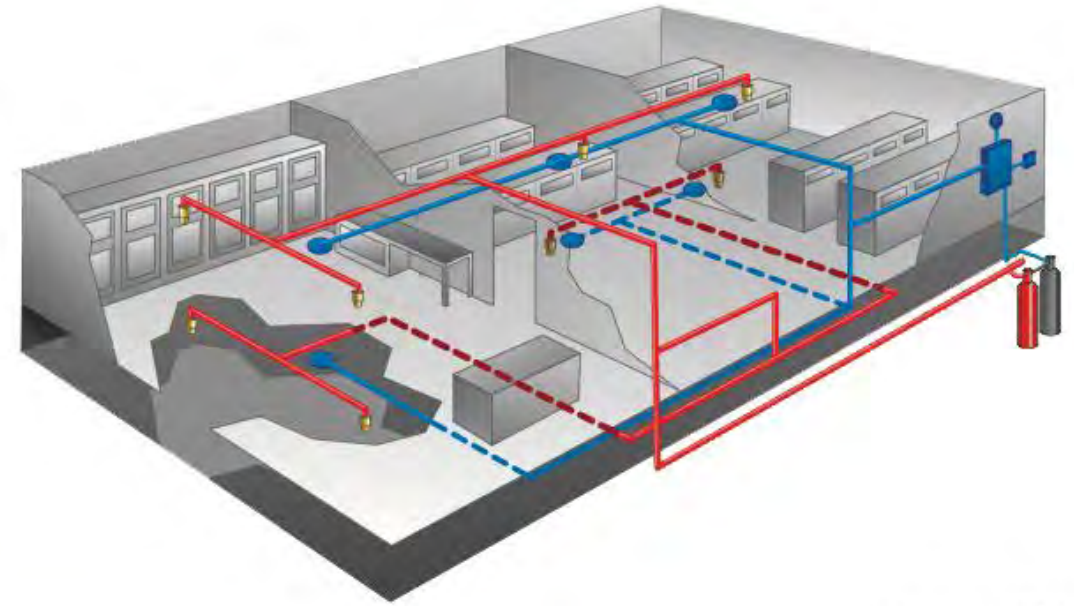
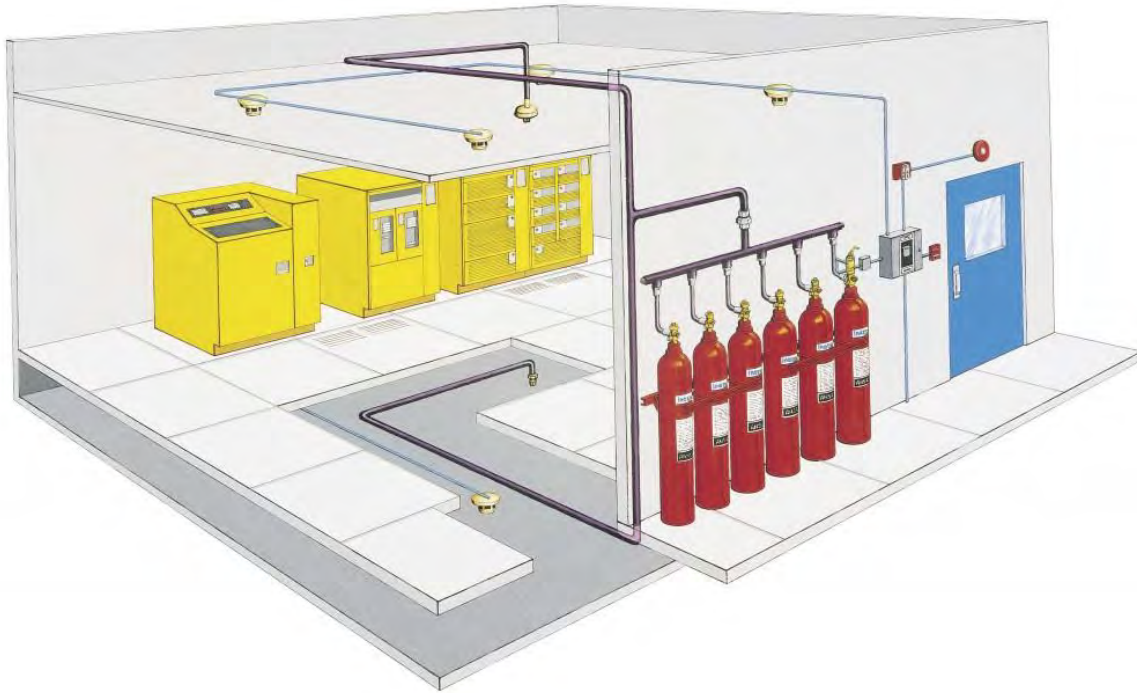


photo courtesy of Kidde

# SAFETY PLAN



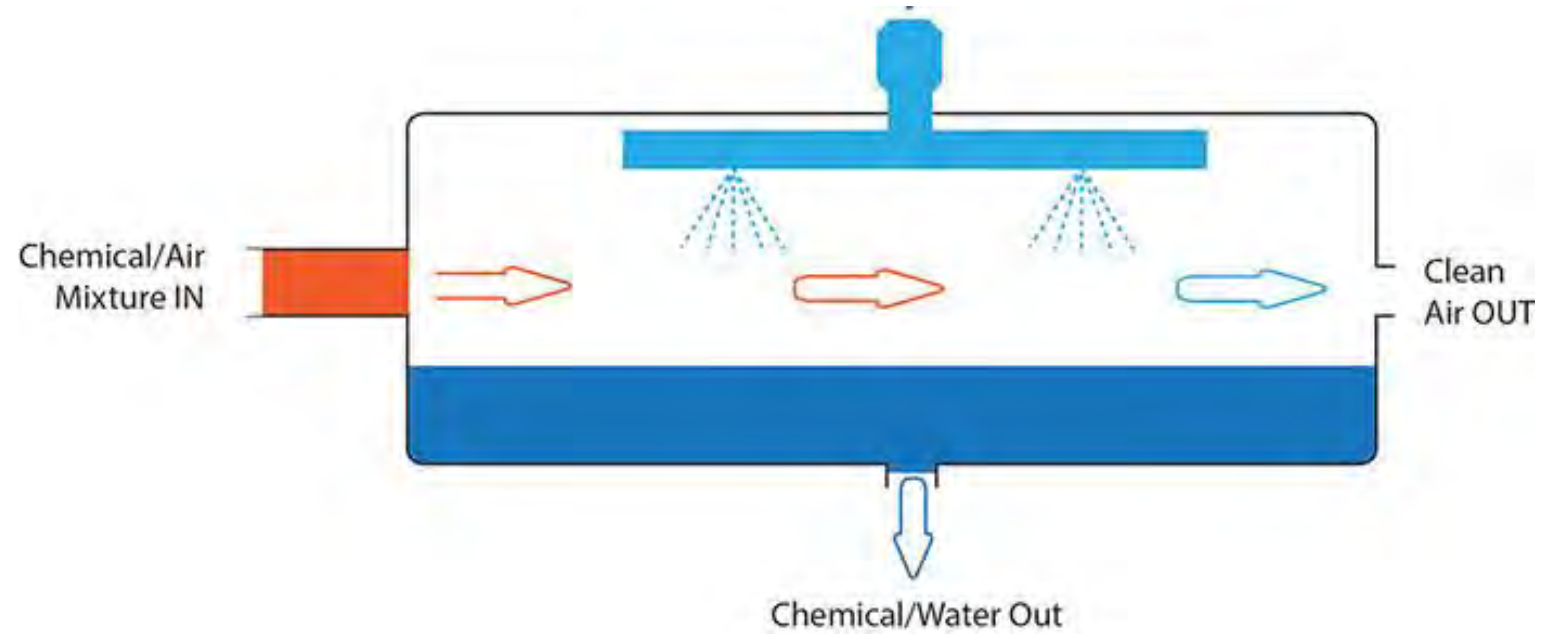


# SECURITY PLAN



# INVENTORY TRACKING





# ODOR MITIGATION

 **MADE IN USA**  
FACTORY DIRECT

 **CoolJarz™**



**CHILD RESISTANT ASTM D3475 CERTIFIED**

**ENHANCED PRODUCT SAFETY**  
(Regulated Product Packaging)

**HdL**  
COMPANIES 



# UNIVERSAL SYMBOL



# PERSONAL CANNABIS CULTIVATIONS

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# IMPACTS OF PERSONAL CANNABIS CULTIVATIONS

## THOUGHTFUL LOCAL REGULATIONS SHOULD ADDRESS THE POTENTIAL IMPACTS:

- Unsafe electrical & construction
  - Waste management
  - Water & power usage
  - Quality of life complaints
    - Lighting, noise, odor
- 

## HEALTH AND SAFETY IMPACTS





## Benefits of Regulation (Lessons Learned)



# BALANCED APPROACH TO OVERSIGHT

1

**MONITOR:** The progress

2

**MEASURE:** The results

3

**MODIFY:** The rules as needed





## Taxes & Fees



# CANNABIS STATE AND LOCAL TAX RATES

## State Cannabis Excise Tax

(Applies to medical and non-medical)

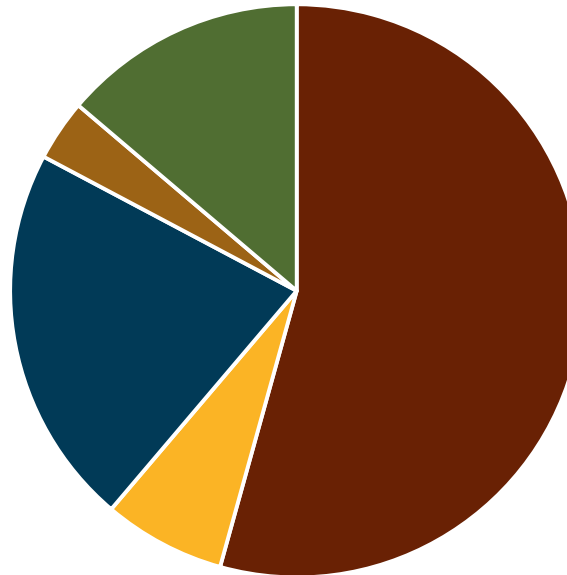
### Retail Tax

15%  
Gross Receipts of Retail Sales

### Cultivation Tax

\$9.25/oz. Flowers  
\$2.75/oz. Leaves

**Sales and Use Tax: 7.25% +**  
Adult-Use Subject to Tax  
Medicinal May be Subject to Tax



- State General Fund (3.9375%)
- Local Public Safety Fund (.50%)
- Local Revenue Fund (1.5625%)
- County Transportation Fund (.25%)
- City/County Operations Fund (1.00%)

## City Cannabis Tax

(Medicinal /Adult –Use)

XX% of Gross Receipts  
\$XX Per Square Feet  
\$XX Flat Rate  
\$XX Per Weight

## City Cost Recovery Fees

**(Prop 26)**

(Medicinal/Adult-Use)

\$XX Application Fee  
\$XX License Fee  
\$XX Renewal Fee  
\$XX Administration Fee

	MEDICINAL	ADULT-USE
Cultivation	YES / NO	YES / NO
Manufacturing	YES / NO	YES / NO
Testing (Quality Control)	YES / NO	YES / NO
Retailer/Non-Store Front Retailer (Dispensary/Delivery Services)	YES / NO	YES / NO
Distribution Facility	YES / NO	YES / NO
Microbusiness	YES / NO	YES / NO

## CATEGORIES OF USE



***THANK YOU!***

Matthew Eaton

Cannabis Compliance Manager

[meaton@hdlcompanies.com](mailto:meaton@hdlcompanies.com)

(909) 861-4335







What do you think about the CANNABIS INDUSTRY (MARIJUANA) coming to our city?

Due to recent changes in California law, cities have the authority to regulate commercial cannabis in their community.

The San Fernando City Council is in the process of reviewing cannabis policy options that will best serve the interests of our community and seeks your input.

- Marijuana is another term for cannabis.
- Cultivation is growing cannabis plants.
- Manufacturing is producing cannabis products, including food products, cosmetic products, oils, and supplements.
- Sale is dispensing of cannabis products from a physical retail location, including non-storefront sales.

¿Que piensa sobre la industria de la CULTIVACION DEL CANNABIS (MARIJUANA) en la ciudad?

Debido a recientes cambios en la ley de California, las ciudades tienen la autoridad de regular el uso del cannabis comercial en su comunidad.

El concilio de la Ciudad de San Fernando está en el proceso de analizar opciones sobre la póliza de cannabis que mejor sirvan los intereses de nuestra comunidad y piden su participación.

- Marijuana es otro término para cannabis.
- Cultivación es la siembra de la planta cannabis.
- Manufactura es la producción de productos cannabis, incluye productos comestibles, productos cosméticos, aceites y suplementos.
- Venta es dispensar productos cannabis de una locación de venta a menudeo, incluyendo ventas en tiendas sin fachada.

Please tell us what you think about Cannabis. Por favor diganos que es lo que piensa acerca del Cannabis.

1. Should the City of San Fernando allow and regulate commercial cannabis (marijuana) activity? If yes, check all that apply. ¿Cree usted que la Ciudad de San Fernando debe de permitir y regular la actividad del cannabis (marijuana) comercial? Si su respuesta es “sí”, marque todo lo que aplique.

	Medical Medica			Non-Medical/Commercial No-Medica/Comercial		
	Yes Si	Undecided Indeciso(a)	No No	Yes Si	Undecided Indeciso(a)	No No
A. <b>Cultivation</b> Cultivación	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. <b>Manufacturing</b> Manufactura	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. <b>Sale</b> Venta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. How concerned are you that regulated cannabis (marijuana) would create the following issues in the City of San Fernando? Use the rating scale below. ¿Que tan preocupado está usted de que el cannabis (marijuana) regulado crea los siguientes problemas en la Ciudad de San Fernando? Use la escala de clasificación a continuación.

	Very Concerned Muy Preocupado(a)	Neutral Neutral	Not Concerned At All Nada Preocupado(a)
A. <b>Crime Issues</b> Problemas Criminales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. <b>Environmental Issues</b> Problemas Ambientales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. <b>Public Health</b> Problemas de Salud Publica	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Negative Impact on Youth</b>			
D. Impacto Negativo Sobre los Problemas de la Juventud	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. <b>Mental Health Issues</b> Problemas de Salud Mental	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. If the City of San Fernando requires a cannabis business to: Si la Ciudad de San Fernando require a un negocio de cannabis a someterse a:

- **Conduct thorough employee background checks through the San Fernando Police Department;** una verificación a fondo de antecedentes del empleado conducido por el Departamento de Policía de San Fernando;
- **Install a physical security system that secures both the property and the building;** la instalacion de un sistema de suguridad físico que asegura la propiedad y edificio;
- **Use security guards to keep employees and customers safe; and** uso de guardias de seguridad para proteger a los empleados y clientes; y
- **Install odor control.** Instalar artefacto de control de olor.

How likely are you to support the cultivation, manufacturing or sale of medicinal cannabis in the City of San Fernando? Use the rating scale below. ¿Que tan dispuesto estaría a apoyar la cultivación, manufactura y venta de el cannabis (marijuana) en la Ciudad de San Fernando? Use la escala de clasificación a continuación.

	Likely Probable	Neutral Neutral	Unlikely Improbable
A. <b>Cultivation</b> Cultivación	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. <b>Manufacturing</b> Manufactura	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. <b>Sale</b> Venta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. If the City of San Fernando were to proceed with cannabis (marijuana) regulation, how would you like to see revenues spent? Please check three. ¿Si la Ciudad de San Fernando procediera con la regularización del cannabis (marijuana), como quisiera usted que se utilizaran los ingresos generados? Por favor marque tres.

A. <b>Fund Police School Resource Officer</b> Financiar un Oficial de Policía de Recursos Escolares	<input type="radio"/>
B. <b>Parks, Play Equipment, and Sports Fields</b> Parques, Equipo de Recreo, y Campos de Deporte	<input type="radio"/>
C. <b>Enhance Street and Sidewalk Improvements</b> Dar Realce a las Mejoras a las Calles y Aceras	<input type="radio"/>
D. <b>Substance Abuse Outreach Programs</b> Divulgación de Programas de Abuso de Sustancias	<input type="radio"/>
E. <b>Youth Education Programs</b> Programas Educacionles Para Jovenes	<input type="radio"/>
F. <b>Art and Culture Programs</b> Programas de Arte y Cultura	<input type="radio"/>
G. <b>Reinstitute the Fourth of July Celebration Event (fireworks)</b> Reincorporar el Evento de Celebración del Cuatro de Julio (fuegos artificiales)	<input type="radio"/>
H. <b>Other:</b> Otro:	<input type="radio"/>

5. After considering the information provided in this survey, do you now feel the City of San Fernando should allow and regulate commercial cannabis (marijuana) activity? Use the rating scale below. ¿Despues de considerar la información proveida en esta encuesta, usted ahora siente que la Ciudad de San Fernando debería permitir y regular la actividad del cannabis (marijuana) comercial? Use la escala de clasificación a continuación.

	Medical Medica			Non-Medical/Commercial No-Medica/Comercial		
	Yes Si	No No	Need More Information Necesito Mas Información	Yes Si	No No	Need More Information Necesito Mas Información
A. <b>Cultivation</b> Cultivación	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. <b>Manufacturing</b> Manufactura	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. <b>Sale</b> Venta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? ¿Tiene algún otra preocupación que le gustaría compatir sobre el cannabis (marijuana) en la Ciudad de San Fernando?

NAME NOMBRE

ADDRESS AND/OR EMAIL ADDRESS DIRECCIÓN Y/O CORREO ELECTRONICO



Please tell us what you think about Cannabis. Por favor díganos que es lo que piensa acerca del Cannabis.



# WAYS

TO COMPLETE  
THIS SURVEY

# 2

# MANERAS

DE COMPLETAR  
LA ENCUESTA

**VISIT VISITE:**

WWW.CI.SAN-FERNANDO.CA.US/CANNABIS-INDUSTRY

**AND COMPLETE THE FORM ELECTRONICALLY**  
Y COMPLETE LA FORMA ELECTRONICAMENTE

**FILL OUT LLENE:**

**THE ENCLOSED SURVEY AND MAIL IT TO OR DROP  
OFF AT THE ADDRESS PROVIDED**

LA ENCUESTA ADJUNTA Y MANDELA POR CORREO O  
ENTREGUE A LA DIRECCION PROVISTA

CITY OF SAN FERNANDO | INFO@SFCITY.ORG | 818.898.1202 | WWW.SFCITY.ORG

San Fernando, CA 91340  
117 Macneil Street  
CITY OF SAN FERNANDO

PLACE STAMP  
HERE  
PONGA  
ESTAMPILLA  
AQUI

THE CITY OF

# SAN FERNANDO

What do you think about the

¿Que piensa sobre la industria de la

## CANNABIS (MARIJUANA) INDUSTRY

## CULTIVACION DEL CANNABIS

coming to our City?

en la Ciudad?

COMPLETE AND RETURN THIS SURVEY

COMPLETE Y REGRESE ESTA ENCUESTA

## COMBINED Survey Results

6/27/2018

Survey Name: Cannabis Survey

Response Status: Partial &amp; Completed

## 1.1 Should the City of San Fernando allow and regulate medical cannabis (marijuana) activity? If yes, check all that apply.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Medical YES	Medical UNDECIDED	Medical NO
A. Cultivation	Electronic (English)	70	1	35
	Electronic (Spanish)	3	0	0
	Hardcopy	43	0	21
	<b>TOTAL</b>	<b>116</b>	<b>1</b>	<b>56</b>
		<b>67.1%</b>	<b>0.6%</b>	<b>32.4%</b>
B. Manufacturing	Electronic (English)	70	2	34
	Electronic (Spanish)	4	0	0
	Hardcopy	45	1	19
	<b>TOTAL</b>	<b>119</b>	<b>3</b>	<b>53</b>
		<b>68.0%</b>	<b>1.7%</b>	<b>30.3%</b>
C. Sale	Electronic (English)	68	0	36
	Electronic (Spanish)	4	0	0
	Hardcopy	42	6	20
	<b>TOTAL</b>	<b>114</b>	<b>6</b>	<b>56</b>
		<b>64.8%</b>	<b>3.4%</b>	<b>31.8%</b>

## 1.2 Should the City of San Fernando allow and regulate commercial cannabis (marijuana) activity? If yes, check all that apply.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Non-Medical/ Commercial YES	Non-Medical/ Commercial UNDECIDED	Non-Medical/ Commercial NO
A. Cultivation	Electronic (English)	64	3	38
	Electronic (Spanish)	2	0	1
	Hardcopy	25	4	22
	<b>TOTAL</b>	<b>91</b>	<b>7</b>	<b>61</b>
		<b>57.2%</b>	<b>4.4%</b>	<b>38.4%</b>
B. Manufacturing	Electronic (English)	62	5	37
	Electronic (Spanish)	3	0	1
	Hardcopy	26	5	20
	<b>TOTAL</b>	<b>91</b>	<b>10</b>	<b>58</b>
		<b>57.2%</b>	<b>6.3%</b>	<b>36.5%</b>
C. Sale	Electronic (English)	60	6	39
	Electronic (Spanish)	3	0	1
	Hardcopy	22	7	24
	<b>TOTAL</b>	<b>85</b>	<b>13</b>	<b>64</b>
		<b>52.5%</b>	<b>8.0%</b>	<b>39.5%</b>

## COMBINED Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

**2. How concerned are you that regulated cannabis (marijuana) would create the following issues in the City of San Fernando? Use the rating scale below.**

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Very Concerned	Neutral	Not Concerned At All
A. Crime Issues	Electronic (English)	38	9	59
	Electronic (Spanish)	3	1	0
	Hardcopy	27	20	21
	<b>TOTAL</b>	<b>68</b>	<b>30</b>	<b>80</b>
		<b>38.2%</b>	<b>16.9%</b>	<b>44.9%</b>
B. Environmental Issues	Electronic (English)	27	15	64
	Electronic (Spanish)	2	0	1
	Hardcopy	23	17	28
	<b>TOTAL</b>	<b>52</b>	<b>32</b>	<b>93</b>
		<b>29.4%</b>	<b>18.1%</b>	<b>52.5%</b>
C. Public Health	Electronic (English)	32	13	61
	Electronic (Spanish)	3	0	1
	Hardcopy	27	16	23
	<b>TOTAL</b>	<b>62</b>	<b>29</b>	<b>85</b>
		<b>35.2%</b>	<b>16.5%</b>	<b>48.3%</b>
D. Negative Impact on Youth	Electronic (English)	39	20	46
	Electronic (Spanish)	3	0	1
	Hardcopy	33	19	15
	<b>TOTAL</b>	<b>75</b>	<b>39</b>	<b>62</b>
		<b>42.6%</b>	<b>22.2%</b>	<b>35.2%</b>
E. Mental Health Issues	Electronic (English)	33	12	60
	Electronic (Spanish)	3	0	1
	Hardcopy	27	18	23
	<b>TOTAL</b>	<b>63</b>	<b>30</b>	<b>84</b>
		<b>35.6%</b>	<b>16.9%</b>	<b>47.5%</b>

**3. If the City of San Fernando requires a cannabis business to: Conduct thorough employee background checks through the San Fernando Police Department; Install a physical security system that secures both the property and the building; Use security guards to keep employees and customers safe; Install odor control. How likely are you to support the cultivation, manufacturing or sale of medicinal cannabis in the City of San Fernando? Use the rating scale below.**

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Likely	Neutral	Unlikely
A. Cultivation	Electronic (English)	70	2	34
	Electronic (Spanish)	1	0	2
	Hardcopy	39	8	21
	<b>TOTAL</b>	<b>110</b>	<b>10</b>	<b>57</b>
		<b>62.1%</b>	<b>5.6%</b>	<b>32.2%</b>
B. Manufacturing	Electronic (English)	69	3	34
	Electronic (Spanish)	1	0	2
	Hardcopy	37	12	19
	<b>TOTAL</b>	<b>107</b>	<b>15</b>	<b>55</b>
		<b>60.5%</b>	<b>8.5%</b>	<b>31.1%</b>
C. Sale	Electronic (English)	68	2	35
	Electronic (Spanish)	2	0	2
	Hardcopy	33	16	19
	<b>TOTAL</b>	<b>103</b>	<b>18</b>	<b>56</b>
		<b>58.2%</b>	<b>10.2%</b>	<b>31.6%</b>

## COMBINED Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

4. If the City of San Fernando were to proceed with cannabis (marijuana) regulation, how would you like to see revenues spent? Please check three.

		Number of Response(s)
A. Fund Police School Resource Officer	Electronic (English)	35
	Electronic (Spanish)	3
	Hardcopy	26
	<b>TOTAL</b>	<b>64</b>
		<b>39.51%</b>
B. Parks, Play Equipment, and Sports Fields	Electronic (English)	49
	Electronic (Spanish)	3
	Hardcopy	33
	<b>TOTAL</b>	<b>85</b>
		<b>52.47%</b>
C. Enhance Street and Sidewalk Improvements	Electronic (English)	64
	Electronic (Spanish)	0
	Hardcopy	33
	<b>TOTAL</b>	<b>97</b>
		<b>59.88%</b>
D. Substance Abuse Outreach Programs	Electronic (English)	39
	Electronic (Spanish)	3
	Hardcopy	33
	<b>TOTAL</b>	<b>75</b>
		<b>46.30%</b>
E. Youth Education Programs	Electronic (English)	59
	Electronic (Spanish)	4
	Hardcopy	32
	<b>TOTAL</b>	<b>95</b>
		<b>58.64%</b>
F. Art and Culture Programs	Electronic (English)	40
	Electronic (Spanish)	1
	Hardcopy	21
	<b>TOTAL</b>	<b>62</b>
		<b>38.27%</b>
G. Reinstitute the Fourth of July Celebration Event (fireworks)	Electronic (English)	27
	Electronic (Spanish)	0
	Hardcopy	9
	<b>TOTAL</b>	<b>36</b>
		<b>22.22%</b>
Other	Electronic (English)	15
	Electronic (Spanish)	0
	Hardcopy	14
	<b>TOTAL</b>	<b>29</b>
		<b>17.90%</b>
TOTAL	Electronic (English)	101
	Electronic (Spanish)	4
	Hardcopy	57
	<b>TOTAL</b>	<b>162</b>

## COMBINED Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

### 5.1 After considering the information provided in this survey, do you now feel the City of San Fernando should allow and regulate medical cannabis (marijuana) activity? Use the rating scale below.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Medical YES	Medical UNDECIDED	Medical NO
A. Cultivation	Electronic (English)	73	0	33
	Electronic (Spanish)	3	0	0
	Hardcopy	41	18	5
	<b>TOTAL</b>	<b>117</b>	<b>18</b>	<b>38</b>
		<b>67.6%</b>	<b>10.4%</b>	<b>22.0%</b>
B. Manufacturing	Electronic (English)	73	0	32
	Electronic (Spanish)	3	0	0
	Hardcopy	42	17	5
	<b>TOTAL</b>	<b>118</b>	<b>17</b>	<b>37</b>
		<b>68.6%</b>	<b>9.9%</b>	<b>21.5%</b>
C. Sale	Electronic (English)	68	1	33
	Electronic (Spanish)	4	0	0
	Hardcopy	41	18	5
	<b>TOTAL</b>	<b>113</b>	<b>19</b>	<b>38</b>
		<b>66.5%</b>	<b>11.2%</b>	<b>22.4%</b>

### 5.2 After considering the information provided in this survey, do you now feel the City of San Fernando should allow and regulate commercial cannabis (marijuana) activity? Use the rating scale below.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

		Non-Medical/ Commercial YES	Non-Medical/ Commercial UNDECIDED	Non-Medical/ Commercial NO
A. Cultivation	Electronic (English)	67	2	37
	Electronic (Spanish)	2	1	0
	Hardcopy	29	21	7
	<b>TOTAL</b>	<b>98</b>	<b>24</b>	<b>44</b>
		<b>59.0%</b>	<b>14.5%</b>	<b>26.5%</b>
B. Manufacturing	Electronic (English)	66	2	38
	Electronic (Spanish)	2	1	0
	Hardcopy	31	22	4
	<b>TOTAL</b>	<b>99</b>	<b>25</b>	<b>42</b>
		<b>59.6%</b>	<b>15.1%</b>	<b>25.3%</b>
C. Sale	Electronic (English)	62	4	36
	Electronic (Spanish)	3	1	0
	Hardcopy	26	23	7
	<b>TOTAL</b>	<b>91</b>	<b>28</b>	<b>43</b>
		<b>56.2%</b>	<b>17.3%</b>	<b>26.5%</b>

### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando?

Responses Received	Electronic (English)	48
Responses Received	Electronic (Spanish)	2
Responses Received	Hardcopy	33
<b>Responses Received</b>	<b>TOTAL</b>	<b>83</b>

### Number of Surveys Returned

Electronic (English)	108
Electronic (Spanish)	4
Hardcopy	68
<b>TOTAL</b>	<b>180</b>

## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

**4. If the City of San Fernando were to proceed with cannabis (marijuana) regulation, how would you like to see revenues spent? Please check three.**

H. Other

- 1 Leave it to owners how to donate to community
- 2 I do not want this in our city.
- 3 Schools
- 4 I don't want any of the money in our city.
- 5 Full benefits to city workers
- 6 Plant more shade trees
- 7 Why is it limited to 3?
- 8 Elderly support programs
- 9 Don't do it!! I prefer you to I crease city tax.
- 10 College Scholarships for Disadvantaged Students.
- 11 More Police Officers
- 12 Economic Development
- 13 Change culture of City Staff
- 14 Additional Police/Traffic Officers
- 15 C&F Movie Cinema for S. Fernando
- 16 Full benefits to city workers
- 17 Fund continued education and awarness in school program
- 18 Same as all other business tax & fees or general fund
- 19 Street Lighting!
- 20 HEALTH EDUCATION PROGRAMS
- 21 Hire a person that knows how to write a proper unbiased survey.



## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

### 4. If the City of San Fernando were to proceed with cannabis (marijuana) regulation, how would you like to see revenues spent? Please check three. (CONTINUED)

#### H. Other (CONTINUED)

22 Hire more Police Officers

23 Help shelter homeless in a responsible manner

24 Advertise Against Cannabises

### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando?

1 WHATS the difference between a cannabis facility and allowing a nightlife like a lounge in the city of San Fernando? I also feel like the city should regulate similar business to a few mile radius. It's ridiculous the amount of hair salons and barber shops that are in the city of San Fernando. It makes no sense to put 10 struggling salons in one street.

2 During the presentations, it was mentioned that an ALARMING increase in DUI occurred in cities with legalized sales. I am not willing to endanger a single pedestrian or driver for a potential tax dollar. I consider this akin to blood money. Let people drive to Sylmar or Mission Hills rather than come to our community. If we are so poor that this must be an option (and I would support a tax increase first), NO retail sales (medical or recreational) whatsoever. Testing and cultivation only 500 feet from schools and residential areas. Delivery services equally far from residential areas. ZERO sales. Our residents need to be safe walking and in their cars.

3 I personally only know that the people who use marijuana that I know are not successful people. I see in my community the young people who started using marijuana almost never amount to professionals or well-educated young people. We don't need this stuff to further destroy the young people of this city. It's hard enough to try to hire a Dependable young person for positions at work. I have never seen a young person who uses marijuana to be to be a positive member of society contributing to the good of society.

4 Access to medical marijuana should be easy for patients and they shouldn't have to travel outside their city to obtain it.

5 Keep san fernando small business owned. No more corporate businesses like chipotle and cvs. Create low income housing

6 San Fernando has a reputation for being small and quaint. Don't make us common by allowing the cannabis industry in. We don't NEED it.

7 Cannabis should not be allowed in San Fernando nor should there be any cannabis shops in the city.

8 I understand the concerns of those who oppose cannabis in San Fernando because this is a very new and delicate subject. The revenue that can be generated for the city would be wonderful. If we look past our own nose we will come to find that there's a liquor store on almost every corner in San Fernando. That being said. Sale of marijuana should and without a doubt be regulated. No worries here. :)

9 Reduce the use of drugs around public parks. Drug usage is destroying Carey Ranch Park (specifically) and ruining it for families.

## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

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### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

- Should this even be in question? Lets move forward and stop playing games. Our +/- 2sq. Miles will be surrounded by this and we want to potentially ignore the possibility of bringing in revenue from this? Lets do this already! Why is medicinal even in question? I thought 64 was for recreational use.
- I attended the meeting today and feel that Cultivation and Manufacturing is the way to go. If sale was allowed I would like to see that the person opening the shop is a resident of San Fernando. I feel that they would have more stake in the community if they resided here. I would prefer we just stick to Cultivation and Manufacturing preferably city run.
- Establish criteria for selection of cannabis licensees that incorporate: 1) long term commitment to SF community 2) diversity, equity and local roots 3) adequate capitalization and experience in cannabis industry.
- We have so many empty shopping centers and industrial centers that are empty that property owners need this industry to spur commerce again.
- We must explore other kinds of revenue such as medical/recreational marijuana so that we can continue to grow as a city that offers new job growth and retail opportunities for residents.
- I live next door to someone that uses marijuana atleast 4 or more times a day. I am pregnant and have little kids I hate the smell and we should have city regulations as to how this should be used
- Ensuring that the product being sold is without additional chemicals or additives that could harm consumers is another policy liability that the City must consider. Important City regulations should be heavily imposed on Cultivation & Manufacturing since these are areas that can greatly impact residents. Areas of sale can be seen as hotspots for police to patrol so that there can be low levels of assault, robbery, & DUI's.
- Itâs worked extremely well in much larger cities who are seeing revenues go up for education services and also seeing cannabis use go down among youth - letâs get it regulated, taxed, and quit wasting money enforcing laws against it that do nothing for anyone but the prison system.
- Make the mall to San Fernando cannabis mall
- Not allowing cannabis sales is a missed opportunity for generating tons of tax revenue for our cities programs. Fears of negative affects on the aforementioned issues are unfounded.
- Don't need any more drugs around the neighborhood..
- Very concerned for our youth as many are having challenges to stay in school and also the impact it may have on crime.

## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

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### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

- 22 How else are residents being contacted in regards to this important issue? For example, are people who don't know how to read/write, use a computer, or speak English being considered? San Fernando is such a small and beautiful city. There are other changes happening in Sylmar where they are building homes for people who have are homeless. People who have mental health and substance abuse issues. Have the representatives of the city of San Fernando considered how a cannabis business will provide easy access for people to use. How will law enforcement be able to monitor "drugged driving"? I'm most concerned about marijuana laced candy and treats because children are being admitted in emergency rooms after accidentally ingesting the marijuana. It promotes increased use and marijuana can be the gate way to heavier drugs. The city doesn't need a marijuana business. It needs to continue to focus on the well being of their residents & providing the community with valuable resources.
- 23 I truly believe that our little city does NOT need a dispensary. I have 5 children, ages 25-9, and I don't want to walk by a dispensary in our neighborhood. Its a shame that you try to ask in your survey what we would like money allocated to IF it happens.....then you ask the initial questions again. We have enough issues in our city, we don't need this to add more. If you have to state that security, alarms etc wld be used at each building for our safety. that's ridiculous!
- 24 It's a bad idea all the way around. Drive down our streets at any given day with your windows down in the car 9x's out of 10 you can smell weed in someone's car near you...BAD BAD BAD....it's just going to cause more problems. What's next selling Heroin????
- 25 I voted against legalizing pot. The smell is as bad as having neighbors who smoke cigarettes. My neighbor sits outside drinking and playing loud music all night at least three times a week, I canât wait to see what happens when he adds pot to the mix.
- 26 As long as the city can guarantee crime does not increase & ALL the cultivating , manufacturing, sales are closely monitored & tightly controlled more people might be on board .
- 27 I just bought a house in San Fernando 3 months ago and one of the reasons was because the marijuana industry hadn't corrupted it and I really didn't think that it would with the type of family oriented community San Fernando is known to be
- 28 No!!! No no itÃĈÃĈs a small town and it will just bring more crime to our community.
- 29 I think this industry has the potential to bring the city a great deal of income. My main concern would be keeping the homeless and drug addicts out of our city.
- 30 The city of San Fernando should promote itself and ask for inclusion in the analysis of feasibility to potentially include the San Fernando Valley for participation in the Social Equity Program for cannabis business development. This analysis was just ordered on Friday, by the Los Angeles City Councilâs Rules Committee. I am an aspiring cannabis business owner, and would like the opportunity to be able to qualify, apply for, and participate in the Social Equity program. Iâm an aspiring cannabis business owner and want to apply into the Social Equity program. If well managed, I believe that the revenue stream generated from a well regulated local cannabis industry will ultimately benefit the community in San Fernando. If the city naively does not regulate, guide, and grow this industry locally, they will lose out on needed funds to other parts of the county.

## Constant Contact Survey Results

6/27/2018

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### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

- 31 I think it's been long overdue and the cities of San Fernando and Pacoima will benefit from cannabis industry.
- 32 City of Los Angeles is allowing sales of recreational marijuana. The city of San Fernando is surrounded by the city of Los Angeles so there will be recreational marijuana all around us. Why not make tax revenue from that market?
- 33 This industry is finally legal. Many other cities will take advantage of it and benefit from the income it generates. Marijuana has always been a huge part of San Fernando and will continue to be. It is in all neighboring cities therefore it is always in our city anyway. Why not profit from it?
- 34 America is freedom. Inhibiting our right to consume is a violation of our natural given right. Thank you for reading.
- 35 The reason I do not support the sale of cannabis within our city is due to the fact that I have seen the dispensaries around the city of Los Angeles and they are often unattractive and there seems to be quite a bit of loitering and consumers utilizing the product in the open around them. If the City of San Fernando were to regulate signage, dispensary presentation as well as making sure that consumers purchase and cannot use the product in the open I may reconsider my position on the sale of cannabis within the city.
- 36 California residents have voted and as elected officials you act on what the citizens want. The revenue having this in the City of San Fernando will be sufficient not bring the city out of debt but also improve the overall community (if it spent wisely) by the elected officials. It is what it is and it's time to embrace marijuana.
- 37 Here is my experience with cannabis: Regarding the use of cannabis, if an individual would like to engage in its use, they will find a way to procure marijuana, regardless of the legality, so why not regulate and tax it? We can use the tax revenue to improve the city. If the industry is properly regulated and taxed in the City of San Fernando, I do not see any potential harm coming to the city and its residents. I encourage the legality, education, regulation, and taxation of the cannabis industry. Proper, educated use, should not result in higher crime rates. I believe it should be treated much the same way alcohol is treated.
- 38 This is a great opportunity to bring in a high paying industry and also properly regulate it for responsible use in a way that could benefit the greater community. It has also been proven to provide massive tax hauls for communities and curb black market distribution.
- 39 Get the money and fix our city.
- 40 Me preocupan los jóvenes especialmente...por qué. Soy madre de 3 jóvenes adultos. Me da tristeza ver cómo hoy lo estamos viendo de lo más normal. En nuestra comunidad hay tantos expendios de cannabis. ***The young people worry me....especially because I am a mother to 3 young adults. It saddens me (unknown) to see how we are living (unknown) normal how in our community there are numerous cannabis dispensaries.***
- 41 Dispensarios o ventas muy cerca de las escuelas. ***Dispensaries or sales near schools***
- 42 The cannabis industry will be a good resource for the city with education to youth education programs that cannabis is not for kids.

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6/27/2018

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### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

- 43 I believe that if residents would like to get involved with cannabis, they would regardless of the legality with this fact, why not regulate and tax it for the good of the community? Side note: Cannabis has been proven to be much less harmful than alcohol. Studies have shown positive medicinal effects.
- 44 Your consultant, Matthew Eaton, appears to have a strong handle on all of the issues and can provide a roadmap for the city to follow. Good presentation!
- 45 Yes, San Fernando should consult with professionals in this space, us. Making decisions based on opinions. The city should seek top professionals in the industry, as if priority is given to residences. They will fail trying to learn this business.
- 46 Well regulated cannabis has continuously shown to negate most concerns held by citizens of newly adopted areas. By regulating youth usage decreases, black market dwindles and crime decreases.
- 47 No to marijuana
- 48 Manufacturing - no retail
- 49 No commercial use permits. No sale of any kind
- 50 We do all the prep, what if the US Government starts enforcing their laws. What is the plan on getting around US Government enforcement.
- 51 This is long overdue. It will definitely enhance SFC
- 52 Would like to see San Fernando build a initiative that the State of California left out to protect from special interests. Like San Fernando tradition to keep small to medium size establishments with high security.
- 53 None
- 54 Against
- 55 I'm hoping the cannabis industry can be small to fit the city, raise revenues, and reduce crime.
- 56 Against
- 57 Please think longterm and understand that being shortsighted in scope and considerations hurts everyone involved.
- 58 We need this sales tax revenue. Alcohol is more dangerous than marijuana. Let's get with it and not let these dollars out of our city.
- 59 Cannabis is still considered an illegal drug by the federal government. It is still unclear how cannabis affects a person's decision making abilities and I am concerned this would create a larger criminal and homeless presence.
- 60 You should be fair and allow the city business owners, property owners, and residents to be able to apply.
- 61 This is a goldmine if done right. Our city can be better aesthetically

## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

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### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

62 How is police force controlling safety of guns with state card holders

63 There should be more agencies dedicated to offering education (legal/commercial) towards ..... Industry, and all its aspects.

64 Do not support cannabis use in our city. City leadership and city residents are responsible to keep our children and families safe from drug use. We already have sever problems with alcohol. We do no need to enhance problems with marijuana in our community. trafitionally, we work to keep our cities healthy.

65 Con todo respeto doy mi opinion no estoy de acuerdo en lo que pasaria aqui mas crimenos porque no me digan que tandrian bajo control impocible digame en el estado de colorado esta controlada? No queremos esto aque en S.F. gracias. ***With all due respect I give you my opinion I am not in favor in what would happen here more crime because don't tell me everything would be under control impossible tell me is the state of Colorado under control? We don't want this in S.F. thank you.***

66 As a cancer survivor, I 100% support the use of medical marijuana

67 Since cannabis is legal to use, then its cultivation and sale should be allowed

68 Thank you for asking our opinion

69 Do we need more police in schools/on the streets. What are the ongoing cost

70 Me preocupa que jovenes tomen esto sin seriedad necesaria para poder llevar acabo el proyecto que se planea. ***It worries me that young people take this without necessary seriousness in order to proceed with the proposed project***

71 I'm not talking about our adults, I'm worried about our youth. Don't allow this to happen at the cost of our youth.

72 Does not belong in our city - will not contribute to our quality of life nor character of our community. Concerned about impact on our youth, message it sends. Do we want our youth in altered state of mind or preparing for a successful future to contribute to society an dlive productive life. Please do not apporve any form of cannabis in our community.

73 surrounding city's already provide business opportunities for cannabis entrepreneurs. San Fernando should look to improve their business outlook (away from auto body shops and light manufacturing, which is more harmful to our environment and does not provide high paying jobs or taxable revenue) to more commercial / modern business ventures.

74 This industry would be a huge increase in city revenues and jobs. It would be a great loss to San Fernando if they are surrounded by other cities allowing this industry and not receiving any of the revenues.



## Constant Contact Survey Results

6/27/2018

**Survey Name:** Cannabis Survey

**Response Status:** Partial & Completed

### 6. Do you have any other thoughts you would like to share with us regarding cannabis (marijuana) in the City of San Fernando? (CONTINUED)

1.1 Should the City Of San Fernando allow cannabis, Yes. Should the city of San Fernando Regulate cannabis, No.

1.2 Should the City Of San Fernando allow cannabis, Yes. Should the city of San Fernando Regulate

75 cannabis, No.

Your survey is worded improperly as is therefore void. Allowance and regulation are two separate issues.

5.1 There is so little educational material about cannabis that this question is not legitimate.

5.2 There is so little educational material about cannabis that this question is not legitimate.

76 After seeing the effects of sales in Sylmar, and the type of people hanging around the dispensaries, it would be a mistake to add marijuana sales in San Fernando!

The meeting we had, we were told that by regulating and everything said about this survey that the city would have more police to handle any crime or safety issues brought about by the cannabis measure

77 but if we don't have the cannabis measure in our city we would not need the extra police and our city would not have extra crime or the other issues that will eventually come by the city saying yes so NO NO NO on the bringing in it into our city.

When the entire state is moving forward with legalization, why would the City keep these potential tax revenues from benefiting the city?

There are countless studies, including by the FBI that legalization of cannabis reduces violent crime.

Legalization takes the sale of cannabis off the streets and places it in a legal, controlled setting.

78 Beyond this aspect, the countless studies demonstrating the positive health benefits for cancer patients, adults and children with seizures, etc.

Impeding people access to this natural plant is based on uniformed opinions of how the plant is actually used by the majority of its proponents.

79 I would love a chance to operate a cannabis business in your city. I think helping set up a homeless program to help rehabilitate people back into a work mode to eventually get back on there feet... not all homeless are careless. some just need a little help, i believe if the city is able to gain revinue at an early stage in this already booming industry... why wait? also many of the streets could use work,so many potholes

80 MEDICAL MARIJUANA SHOULD BE DISBURSED IN PHARMACIES. ALLOWING COMMERCIAL CANNABIS ACTIVITY IS DETRIMENTAL TO ANY COMMUNITY AND BRINGS NO POSITIVE OUTCOME IN THE LONG RUN.

81 People should have the right to do whatever they want to do with their own lives. However, I also have that right and the right to clean air. Just like cigars, smokers should be allowed to smoke in certain places. Also, because this is a health issue, like in the tobacco industry. Taxes on marijuana users should be used to advertise against its use.

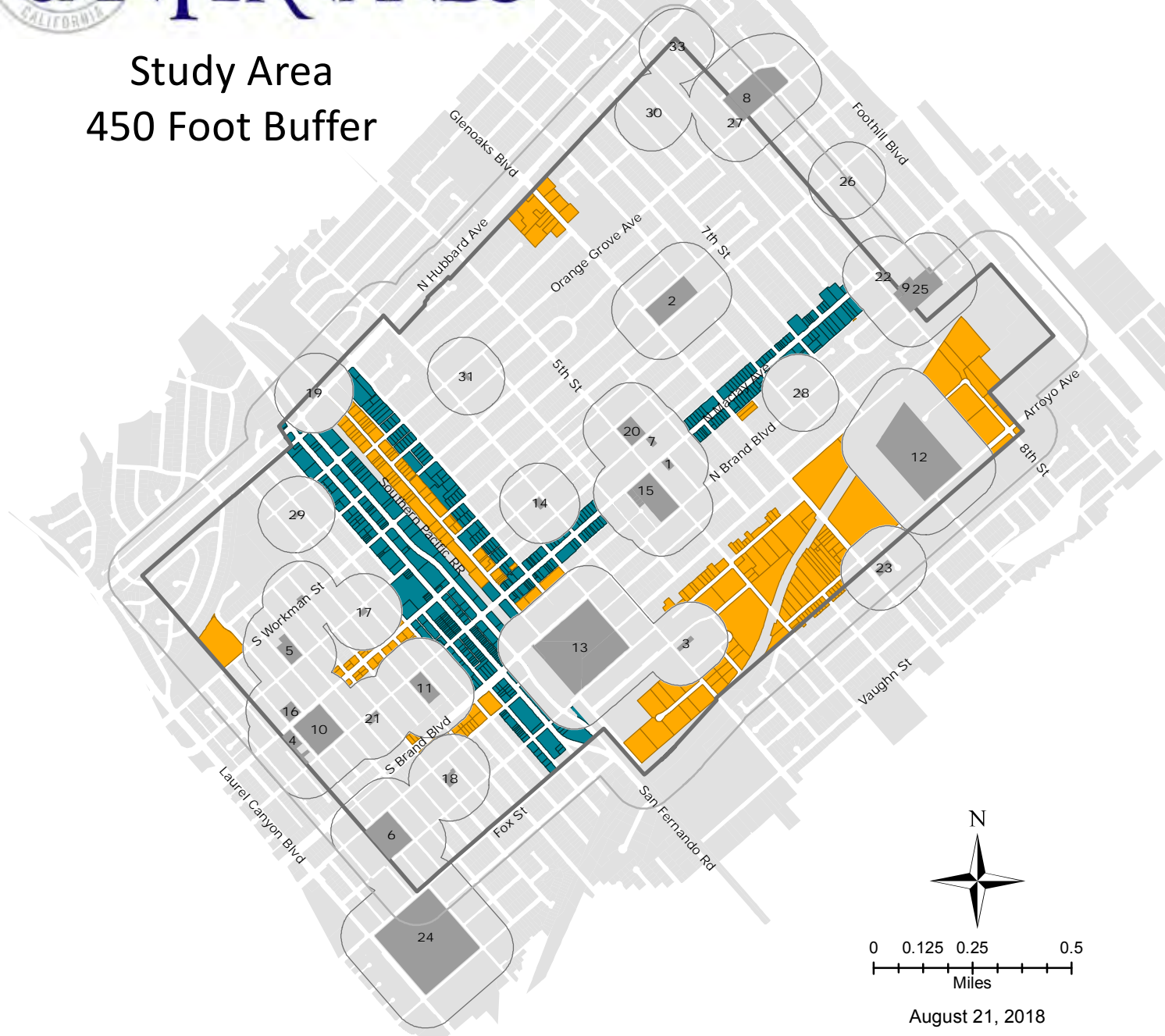
82 People have no respect they smoke outside you can't eve be on your own backyard

83 No cultivating marijuana in the City of San Fernando. No cultivasion de mariguana aqui en San Fernando.



# ATTACHMENT "G"

## Study Area 450 Foot Buffer

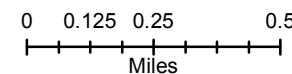


### SCHOOLS, DAYCARE CENTERS AND YOUTH CENTERS

1. INTERNATIONAL CHURCH OF THE  
FOURSQUARE GOSPEL
2. GLENOAKS CHRISTIAN ELEMENTARY  
AND WOODEN SHOE PRESCHOOL
3. ROMAN CATHOLIC ARCHBISHOP OF  
LOS ANGELES
4. TRINITY CHURCH
5. SANTA ROSA BISHOP ALEMANY
6. O MELVENY ELEMENTARY SCHOOL
7. CALIFORNIA CHILDREN'S ACADEMY –  
AMANECER
8. PUC INSPIRE CHARTER  
ACADEMY
9. GRIDLEY STREET ELEMENTARY SCHOOL
10. SAN FERNANDO ELEMENTARY SCHOOL
11. ST. FERDINAND ELEMENTARY SCHOOL
12. CEASAR CHAVEZ LEARNING CENTERS
13. SAN FERNANDO MIDDLE SCHOOL
14. NUEVA ESPERANZA CHARTER ACADEMY
15. MORNINGSIDE ELEMENTARY SCHOOL
16. CALIFORNIA'S CHILDRENS ACADEMY
17. VOLUNTEERS OF AMERICA
18. KIDS 1ST LEARNING CENTER
19. KINDER CARE LEARNING CENTER
20. CALIFORNIA CHILDRENS ACADEMY
21. VOLUNTEERS OF AMERICA BUEN  
PRINCIPIO PRESCHOOL
22. YWCA GREATER LOS ANGELES
23. YOUTH POLICY INSTITUTE
24. SAN FERNANDO HIGH SCHOOL
25. VISTA DEL VALLE DL ACADEMY
26. MENJIVAR FAMILY DAY CARE
27. DAYCARE #1
28. DAYCARE #2
29. DAYCARE #3
30. DAYCARE #4
31. DAYCARE #5
32. DAYCARE #6
33. DAYCARE #7

### LEGEND

- City Boundary 450 Foot Buffer
- Schools And Daycares
- 450 Foot Buffer
- M1, M2, C1, Limited C2 Zones (181  
Parcels)
- SP5 Zone (457 Parcels)



August 21, 2018