COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles
2 Coral Circle • Monterey Park, CA 91755
323.890.7001 • TTY: 323.838.7449 • www.lacdc.org

Gloria Molina
Mark Ridley-Thomas
Zev Yaroslavsky
Don Knabe
Michael D. Antonovich
Commissioners

Sean Rogan
Executive Director

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

32 July 5, 2011

SACHI A. HAMAI
EXECUTIVE OFFICER

July 5, 2011

Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

ADOPT RESOLUTION APPROVING ISSUANCE OF MULTIFAMILY HOUSING MORTGAGE REVENUE BONDS FOR MULTIFAMILY HOUSING IN THE CITY OF SAN FERNANDO (DISTRICT 3) (3 VOTES)

SUBJECT

This letter recommends that your Board adopt a Resolution approving the issuance of Multifamily Housing Mortgage Revenue Bonds to finance the construction and development of San Fernando Community Housing (SFCH), a 62-unit multifamily rental housing development to be located in the City of San Fernando. This letter relates to another item on the agenda of the Board of Commissioners of the Housing Authority to authorize the Executive Director of the Housing Authority to apply to the California Debt Limit Allocation Committee (CDLAC) for the bond allocation.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the County has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for the SFCH project, which was prepared by the City of San Fernando as lead agency; find that the mitigation measures identified in the IS/MND for this project are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.

2. Adopt and instruct the Mayor to sign a Resolution, as required under Section 147(f) of the Internal Revenue Code of 1986, approving the issuance of Multifamily Housing Mortgage Revenue Bonds by the Housing

Authority of the County of Los Angeles in an amount not exceeding $9,000,000 to San Fernando Community Housing L.P. (Developer), a California Limited Partnership, to finance the construction and development of a 62-unit multifamily rental housing development to be located at 131 and 134 Park Avenue and 130, 134 and 140 Jesse Street in the City of San Fernando.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The recommended actions will authorize the issuance of Multifamily Housing Mortgage Revenue Bonds in an aggregate amount not exceeding $9,000,000 in order to finance the construction and development of SFCH.

FISCAL IMPACT/FINANCING

There is no impact on the County general fund. The bonds will be repaid solely through rent revenues collected by the Developer. The Developer will pay all fees and related costs.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

SFCH, to be located at 131 and 134 Park Avenue and 130, 134 and 140 Jesse Street in the City of San Fernando will be a three-story apartment building, comprised of 62 one-bedroom units including one manager's unit. Twenty of the units will be reserved for households with incomes that do not exceed 30% of the area median income (AMI) for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for household size, as determined by the U.S. Department of Housing and Urban Development (HUD) and 10 of the units will be reserved for households with incomes that do not exceed 50% of the AMI. The remaining 31 units will be reserved for households with incomes that do not exceed 60% of the AMI. The affordability requirements will remain in effect for 55 years. Twenty of the affordable units will be occupied by special needs households. The manager's unit will have no affordability requirements.

On June 6, 2011, the City Council of the City of San Fernando adopted a resolution authorizing the Housing Authority of the County of Los Angeles to issue multifamily revenue bonds to finance the construction and development of SFCH.

Adoption of the Resolution by your Board is required prior to submission of the Housing Authority's application to CDLAC for a private activity bond allocation. This action does not, however, authorize the issuance and sale of the bonds. The Housing Authority will return to the Board of Commissioners for this authorization at a later date.

On June 16, 2011, the Housing Authority conducted a hearing at its office located at 2 Coral Circle in Monterey Park regarding the issuance of multifamily bonds to finance SFCH, pursuant to Section 147(f) of the Internal Revenue Code. No comments were

received at the public hearing concerning the issuance of the bonds or the nature and location of SFCH.

The attached Resolution was prepared by Kutak Rock, Housing Authority Bond Counsel, and approved as to form by County Counsel.

ENVIRONMENTAL DOCUMENTATION

As a responsible agency, and in accordance with the requirements of CEQA, the County reviewed the IS/MND prepared by the City of San Fernando for the SFCH project, and determined that this project will not have a significant adverse impact on the environment. The County's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

An Environmental Assessment (EA) has been prepared for this project pursuant to the requirements of the National Environmental Policy Act. This document describes the proposed project, evaluates the potential environmental effects, and describes the mitigation measures necessary to avoid potentially significant environmental effects from the project. Based on the conclusions and findings of the EA, a Finding of No Significant Impact will be approved by the Certifying Official of the Community Development Commission. Following the required public and agency comment periods, HUD will issue a Release of Funds for the project.

IMPACT ON CURRENT PROJECT

The proposed action is a necessary step to facilitate bond financing for SFCH, which will increase the supply of affordable multifamily housing in the County with long-term affordability.

Respectfully submitted,

SEAN ROGAN
Executive Director

Enclosures

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES APPROVING THE ISSUANCE OF MULTIFAMILY HOUSING REVENUE BONDS AND RELATED ACTIONS

WHEREAS, the Housing Authority of the County of Los Angeles (the "Authority") intends to adopt a plan of financing to sell and issue multifamily housing revenue bonds in one or more series issued from time to time, and at no time to exceed $9,000,000 in outstanding aggregate principal amount (the "Bonds"), in order to assist in financing (including reimbursement of Borrower's expenditures) the acquisition and construction of a multifamily rental housing development consisting of 62 units located at 131 and 134 Park Avenue and 130, 134 and 140 Jesse Street, San Fernando, California 91340 (the "Project"), to be owned by San Fernando Community Housing LP (or an affiliate or assign); and

WHEREAS, pursuant to Section 147(f) of the Internal Revenue Code of 1986 (the "Code"), the Bonds are required to be approved prior to their issuance by the applicable elected representative of the governmental unit on whose behalf the bonds are expected to be issued and by each governmental unit having jurisdiction over the area in which any facility financed by such bonds is to be located, after a public hearing held following reasonable public notice; and

WHEREAS, the interest on the Bonds may qualify for exclusion from gross income under Section 103 of the Internal Revenue Code of 1986 (the "Code"), only if the Bonds are approved in accordance with Section 147(f) of the Code; and

WHEREAS, the Project is located wholly within the County of Los Angeles, California and is within the City of San Fernando; and

WHEREAS, the City of San Fernando has approved the issuance by the Authority of the Bonds for the Project within the City of San Fernando;

WHEREAS, this Board of Supervisors is the elected legislative body of the County and is the applicable elected representative of the Authority within the meaning of Section 147(f) of the Code; and

WHEREAS, pursuant to Section 147(f) of the Code, the Housing Authority of the County of Los Angeles has, following notice duly given, held a public hearing regarding the plan of financing and the issuance of such Bonds on June 16, 2011, and now desires that the Board of Supervisors approve the issuance of such Bonds; and

WHEREAS, this Board hereby finds and declares that this resolution is being adopted pursuant to the powers granted by law;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The above recitals, and each of them, are true and correct.

2. This Board of Supervisors hereby approves the plan of financing and the issuance of the Bonds by the Authority to finance costs of the Project. It is the purpose

and intent of this Board of Supervisors that this Resolution constitute approval of the plan of financing and the Bonds by the applicable elected representative of the issuer of the Bonds and the applicable elected representative of the governmental unit having jurisdiction over the area in which the Project is located, in accordance with Section 147(f) of the Code.

3. The proper officers of the Authority are hereby authorized and directed to take whatever further action relating to the aforesaid financial assistance may be deemed reasonable and desirable, provided that the terms and conditions under which the Bonds are to be issued and sold shall be approved by the Board of Commissioners of the Authority in the manner provided by law prior to the sale thereof.

4. The Executive Officer-Clerk of the Board of Supervisors or a deputy thereof is directed to certify and deliver a copy of this Resolution to the Authority.

5. This Resolution shall take effect immediately upon its adoption.

[Remainder of page intentionally left blank]

PASSED AND ADOPTED by the Board of Supervisors of the County of Los Angeles, State of California, this 5th day of July, 2011, by the following vote:

AYES: Supervisors Molina, Ridley-Thomas, Yaroslavsky, Knabe and Antonovich

NOES: None

ABSENT: None

ABSTAIN: None

By Mike Antonovich
Mayor, County of Los Angeles

ATTEST:

SACHI A. HAMAI
Executive Officer-Clerk
of the Board of Supervisors

By: _____
Deputy

APPROVED AS TO FORM:

ANDREA SHERIDAN ORDIN
County Counsel

By: _____
Deputy

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENT
131 PARK AVENUE
SAN FERNANDO, CALIFORNIA

LEAD AGENCY:

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

Adopted August 3, 2010

SANF 003

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Affordable Housing Project

PROJECT ADDRESS: 131 Park Avenue

CITY AND COUNTY: San Fernando, Los Angeles County

PROJECT: The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a development proposed for an apartment complex that will consist of up to 62 units. The proposed 62 unit multiple-family residential apartment complex is proposed for a site located at 131 Park Avenue in the City of San Fernando. The applicant for the proposed project is Aszkenazy Development, located at 601 S. Brand Boulevard, Third Floor, San Fernando, California. If approved, the proposed project will consist of 41 rental units that will be reserved for lower income households and the remaining 21 rental units will be market rate units.

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

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

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

Signature — Date

City of San Fernando Department of Community Development

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SECTION 1
INTRODUCTION

1.1 PURPOSE OF INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction and subsequent occupancy of a 62 unit multiple-family residential apartment complex proposed for a site located at 131 Park Avenue in the City of San Fernando. The applicant for the proposed project is Aszkenazy Development, located at 601 S. Brand Boulevard, Third Floor, San Fernando, California. If approved, the proposed project will consist of 41 rental units that will be reserved for lower income households and the remaining 21 rental units will be market rate units.[1] The proposed project is described in greater detail herein in Section 2. The proposed residential development is considered to be a project under the California Environmental Quality Act (CEQA) and therefore, is subject to the city's environmental review process.[2] The City of San Fernando (referred to herein as "the city") is the designated *Lead Agency* for the proposed project and the city will be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.[3]

As part of the proposed project's environmental review, the City of San Fernando has authorized the preparation of this Initial Study.[4] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of San Fernando with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of San Fernando, in its capacity as the Lead Agency. Certain projects or actions undertaken by a Lead

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[1] Metter Architecture and Design, Site Plan, Sheet A.2-1, 2010

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

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

[4] Ibid.(CEQA Guidelines) § 15050.

Agency (in this instance, the City of San Fernando) may require oversight approvals or permits from other public agencies. These other agencies are referred to as *responsible agencies* and *trustee agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines.[5] Those public agencies and/or entities that may use this Initial Study in decision-making or for informational purposes include the Redevelopment Agency of the City of San Fernando, the Regional Water Quality Control Board, the California Department of Transportation, the South Coast Air Quality Management District, the Los Angeles Unified School District, the City of Los Angeles, and Los Angeles County.

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

1.2 INITIAL STUDY'S ORGANIZATION

The format and structure of this Initial Study generally reflects that of the Initial Study checklist, provided on the following pages. 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.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent occupancy of the proposed project.
- *Section 4 Mitigation Monitoring Program* indicates the manner in which the mitigation measures identified in the environmental analysis will be implemented as a means to address potential environmental impacts.
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed residential development will not result in any significant adverse unmitigable impacts on the environment. For this reason, the City of San Fernando has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project.

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

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

The following findings may be made based on the analysis completed as part of this Initial Study's preparation:

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

The findings of this Initial Study are summarized in Table 1 provided below and on the following pages.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. *Would the project:*				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		
Section 3.2 Agriculture and Forestry Resources Impacts. *Would the project:*				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?				X
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Section 3.3 Air Quality Impacts. *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources Impacts. *Would the project have a substantial adverse effect:*				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				X
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
Section 3.5 Cultural Resources Impacts. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
Section 3.6 Geology Impacts. *Would the project result in or expose people to potential impacts involving:*				
a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground -shaking, liquefaction, or landslides?			X	
b) Substantial soil erosion or the loss of topsoil?			X	
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?				X
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions Impacts. *Would the project*				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?			X	
Section 3.8 Hazards and Hazardous Materials Impacts. *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
Section 3.9 Hydrology and Water Quality Impacts. *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on-or off-site?				X
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

Table 1
Summary (Initial Study Checklist)

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

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population and Housing Impacts. *Would the project:*				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services Impacts. *Would the project 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 any of the following areas:*				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?			X	
d) Other governmental services?			X	
Section 3.15 Recreation Impacts. *Would the project:*				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
Section 3.16 Transportation Impacts. *Would the project:*				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?			X	

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Utilities Impacts. *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
Section 3.18 Mandatory Findings of Significance. *The approval and subsequent implementation of the proposed project:*				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X

SECTION 2
PROJECT DESCRIPTION

2.1 PROJECT LOCATION

2.1.1 LOCATION OF THE CITY OF SAN FERNANDO

The City of San Fernando is located in the northeast portion of the San Fernando Valley in Los Angeles County. The city has a total land area of 2.4 square miles and is surrounded by the City of Los Angeles on all sides. Major physiographic features located in the vicinity of the city include the San Gabriel Mountains (located approximately 3 miles to the north), the Pacoima Wash (located along the eastern side of the city), Hansen Lake (located 3 miles to the southeast of the city), and the Los Angeles Reservoir (located approximately 4 miles to the northwest).[7] The City of San Fernando is located 22 miles from downtown Los Angeles. Other communities located near San Fernando include Sylmar, Sun Valley, Mission Hills, and Pacoima.[8] These latter named communities are also part of the City of Los Angeles.

Regional access to the City of San Fernando and the project site is possible from three area freeways: the Interstate 5 Freeway (I-5), the State Route 118 (SR-118), and the Interstate 210 Freeway (I-210). The I-5 Freeway is located to the southwest of the city with ramp connections at Brand Boulevard and San Fernando Mission Boulevard. State Route 118, also known as the Ronald Reagan Freeway, is located to the east of the city and has ramp connections at San Fernando Road and Glenoaks Boulevard. Finally, the I-210 Freeway extends along the northernmost portion of the city and provides ramp connections at Maclay Street and Hubbard Street.[9] The location of the City of San Fernando in a regional context is shown in Exhibit 1. A city-wide map is provided in Exhibit 2.

2.1.2 PROJECT SITE LOCATION

The project site is located in the southeast portion of the city between Park Avenue (on the east) and Jessie Street on the west. The project site's address is 131 Park Avenue. The assessor's parcel numbers for the project site includes 2519-020-017, 2519-020-030, 2519-020-031, 2519-020-034, and 2519-020-035. The project site is located within the 100 block of Park Avenue and Jessie Street between First Street (to the south) and Fourth Street (to the north). The proposed project site has primary street frontages along both Park Avenue and Jessie Street. Truman Street is located approximately 600 feet to the south the project site while 4th Street is located approximately 775 feet to the north. The project site has a total lot area of approximately 30,750 square feet (150-feet by 205-feet) consisting of five contiguous parcels. All five parcels comprising the project site are located within the R-3 (Multiple Family) zone and within Redevelopment Project Area No. 3. A vicinity map is provided in Exhibit 3.

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[7] United States Geological Survey. San Fernando 7 ½ Minute Quadrangle.

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

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

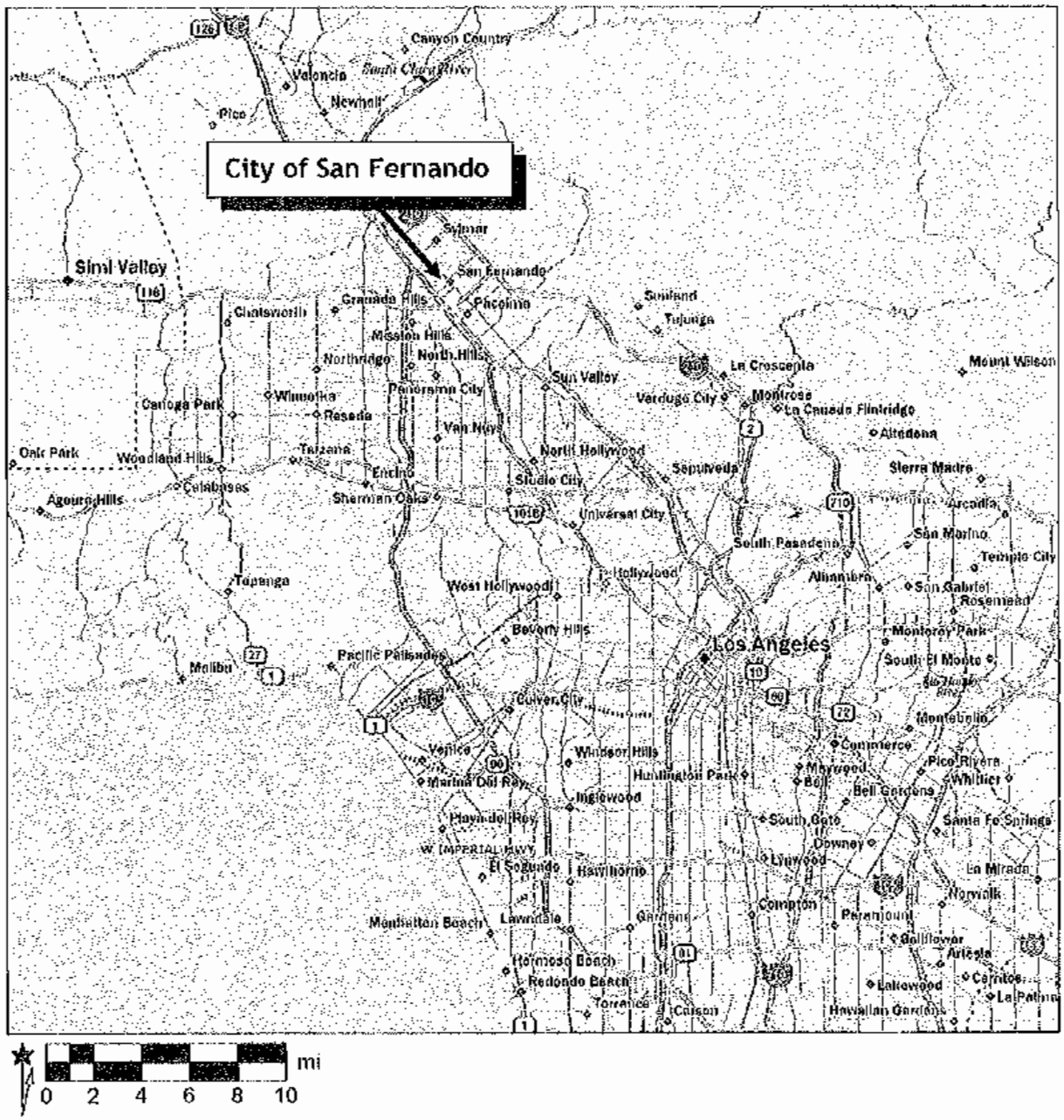


EXHIBIT 1
REGIONAL LOCATION
SOURCE: DELORME MAPS, 2009

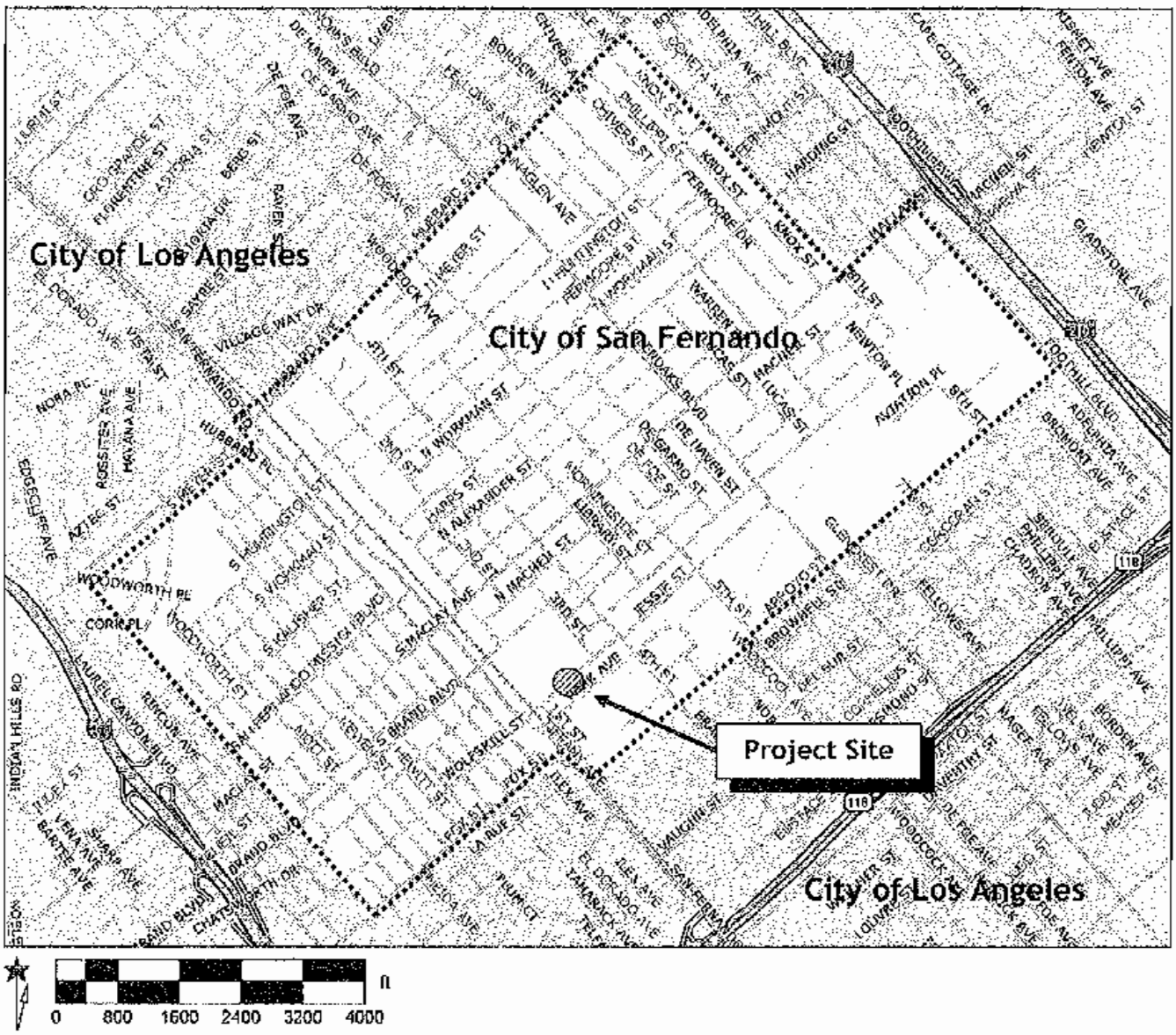


EXHIBIT 2
PROJECT SITE'S LOCATION IN THE CITY OF SAN FERNANDO
SOURCE: DELORME MAPS, 2009

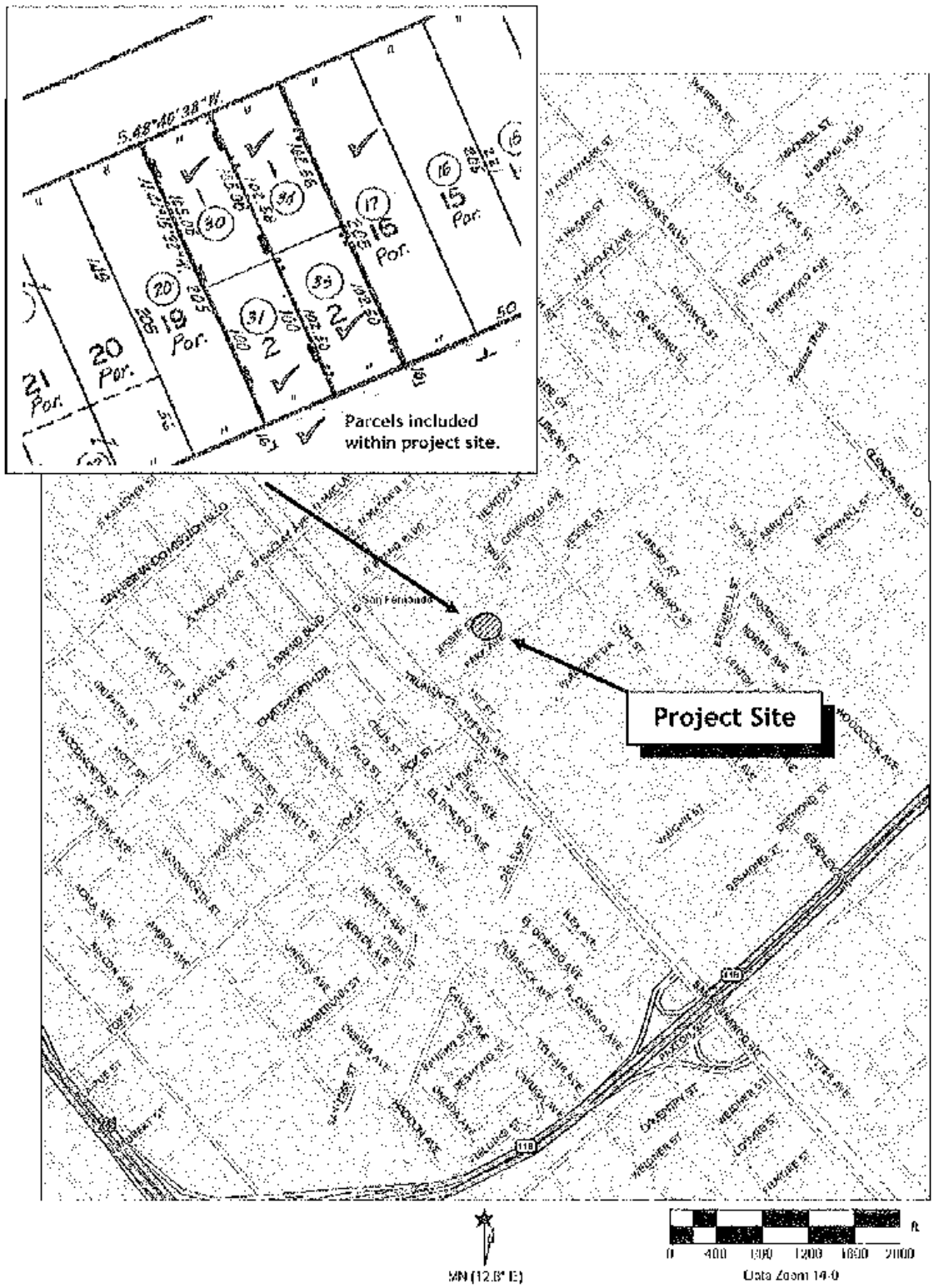


EXHIBIT 3
VICINITY MAP
SOURCE: DELORME MAPS, 2009

2.2 ENVIRONMENTAL SETTING

2.2.1 REGIONAL SETTING

The City of San Fernando is a historic community (founded in 1874) that was incorporated as a municipality in 1911. The city is fully developed with little vacant land remaining though there are a number of underdeveloped parcels that present opportunities for more intensive infill development. The city was a mature community at the time many of the other communities in the San Fernando Valley were developing following the Second World War. The development patterns in San Fernando were largely influenced by the city's location along major thoroughfares that served as regional transportation routes prior to the construction of the nearby freeways. Commercial development extends along the major arterial roadways, industrial uses are concentrated along railroad corridors, and residential neighborhoods are located behind the commercial development that have frontage along the major arterials. The city's development patterns have been relatively stable given the city's age and maturity though there has been a significant amount of new infill development in recent years.

The majority of the housing in the city consists of single-family units that account for over 75% of the San Fernando's total housing stock. This is a relatively high percentage compared to the other communities in the region.[10] The nature and extent of the city's housing stock has resulted in a demand for higher density housing that is more affordable, including condominium and apartment units. The rental housing market is strong, with a very low vacancy rate for rental housing.

2.2.2 ENVIRONMENTAL SETTING OF THE PROJECT SITE

The proposed project site has a total area of approximately 30,750 square feet (150-feet by 205-feet) and consists of five contiguous parcels. All of the parcels that comprised the project site are located within the R-3 (Multiple Family) zone and within Redevelopment Project Area No. 3.

The proposed project site is located in the midst of an existing residential neighborhood that contains higher density residential development. Residential land uses extend along the street frontages of both Park Avenue and Jessie Street. Higher density multiple family developments are located along the project site's north and south sides. Recreation Park, a public park operated by the City of San Fernando Recreation and Community Services Department, is located opposite the project site on the east side of Park Avenue. The San Fernando Middle School is located to the west of the project site on the opposite side of Jessie Street.[11] An aerial photograph of the project site and the surrounding area is provided in Exhibit 4. The project site is currently occupied with five older, dilapidated apartment buildings that are no longer in use. These existing apartments contain a total of 27 residential units with enclosed parking garages provided along the Park Avenue and Jessie Street frontages.[12] Photographs of the existing site where the development is proposed are provided in Exhibit 5 and 6.

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

[11] Blodgett/Baylosis Associates. This information was compiled during a site visit on June 15th, 2010.

[12] Ibid.

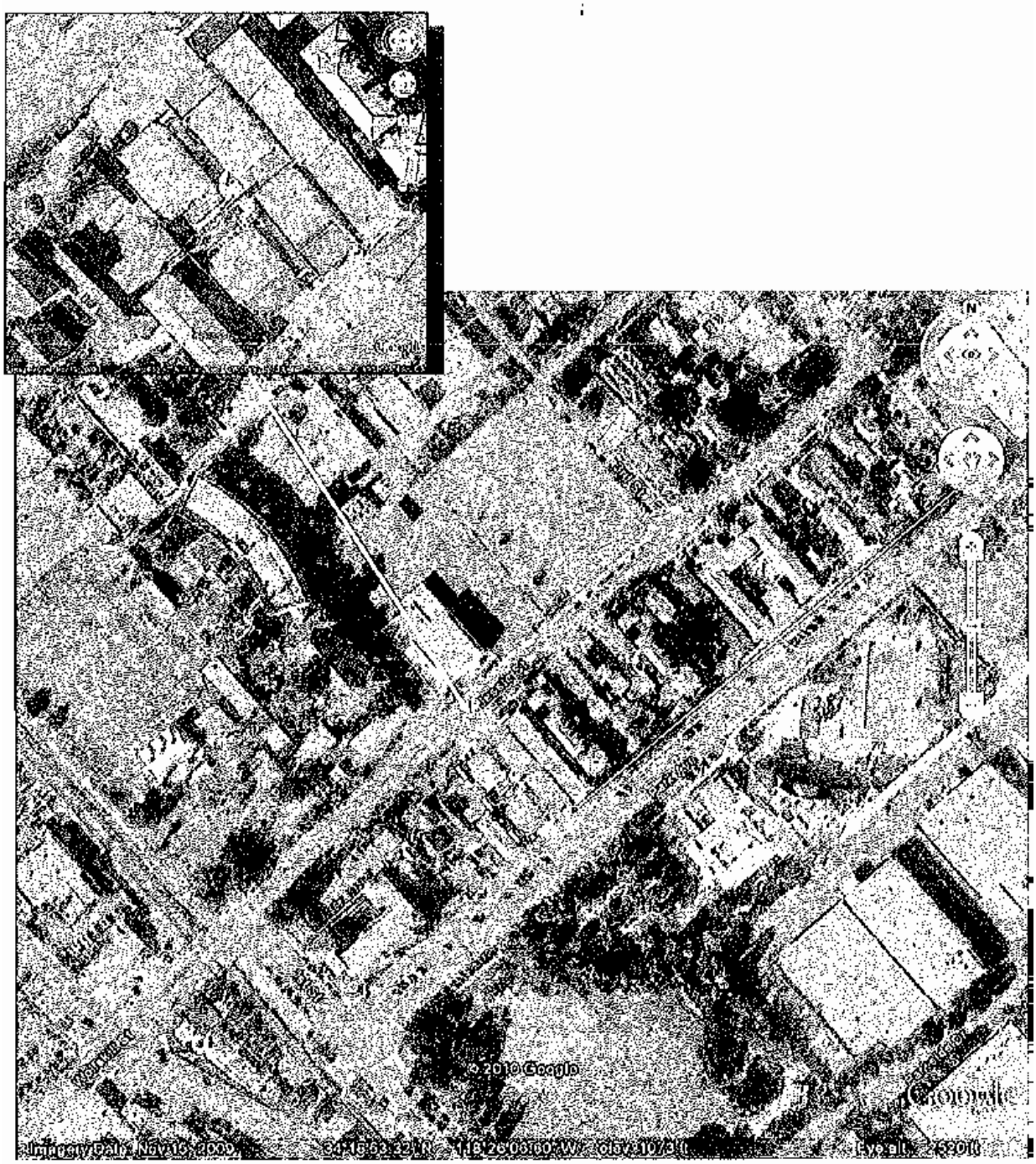
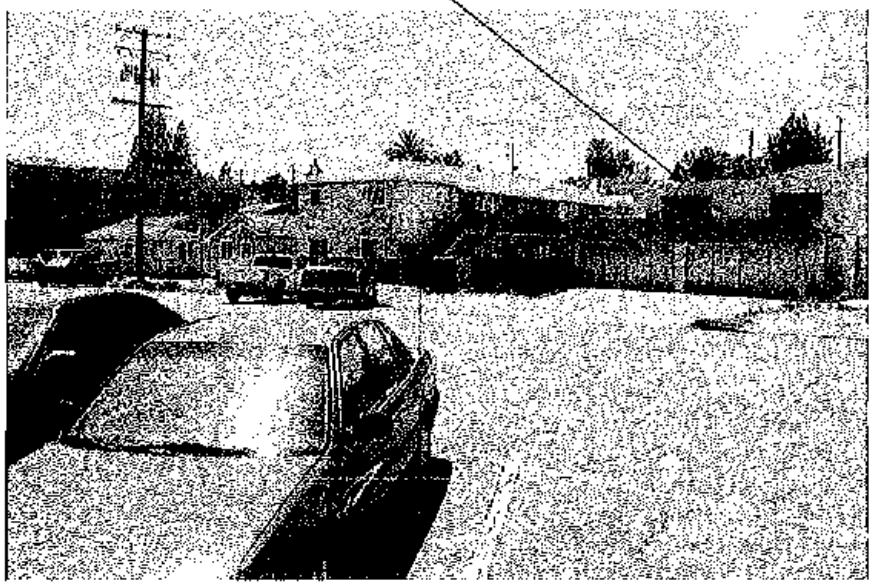


EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE MAPS, 2010

Existing building within project site.



Existing building within project site.

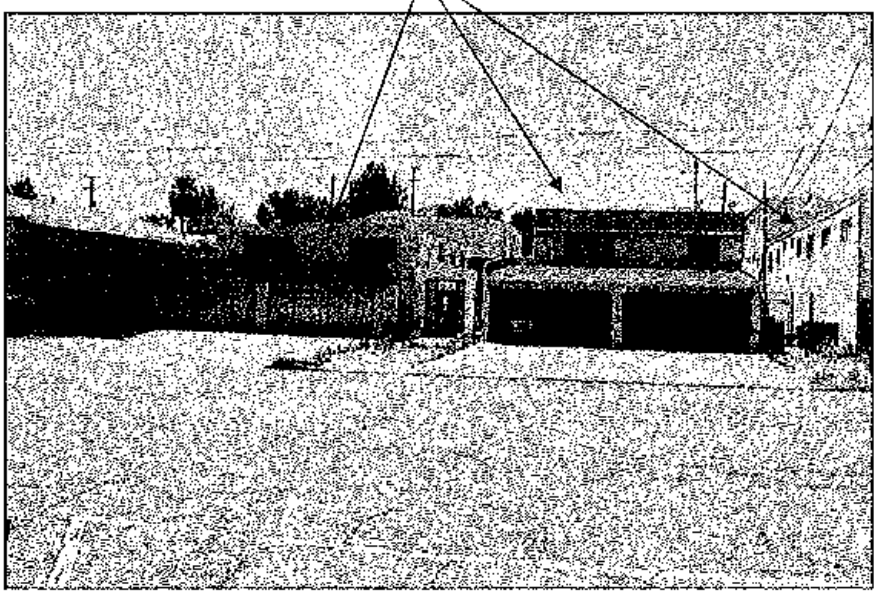


EXHIBIT 5
PHOTOGRAPHS OF THE EXISTING PROJECT SITE - PARK AVE. FRONTAGE
SOURCE: BLODGETT/BAYLOSIS ASSOCIATES, 2010

Existing building within project site.

Existing building within project site.

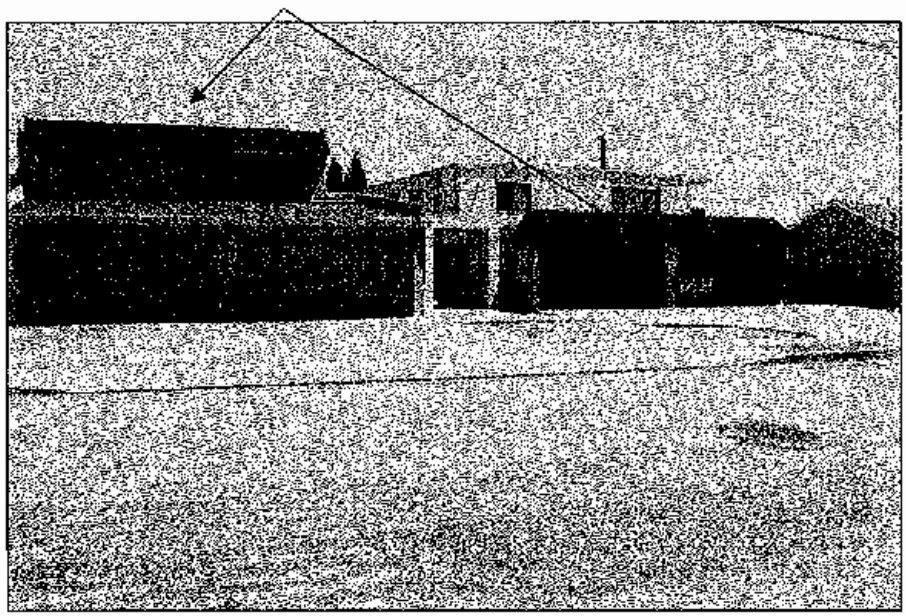


EXHIBIT 6
PHOTOGRAPHS OF THE EXISTING PROJECT SITE - JESSE ST. FRONTAGE
SOURCE: BLODGETT/BAYLOSIS ASSOCIATES, 2010

2.3 PROJECT DESCRIPTION

2.3.1 STRUCTURAL CHARACTERISTICS

The proposed project involves the construction of a four level, 62 unit multiple-family structure. The ground level (first floor) will contain the parking area consisting of 64 parking spaces while the second, third, and fourth levels will contain the living units. The proposed project will have a total floor area of 79,000 square feet. The first level (ground level) will consist of 30,000 square feet and will include the parking area, the lobby, and several machine rooms. The second level will contain 18,500 square feet of floor area and contain 22 units, a community room, fitness room, and a spa. The third level will have a total floor area 17,500 square feet and will contain 23 units. Finally, the fourth level will consist of 13,000 square feet and will contain 17 units.[13] The building elements are summarized below in Table 2.

Table 2
Summary of Proposed Multiple-family Development

Level	Floor Area	Description
First Level	30,000 sq. ft.	64 parking spaces, Lobby, machine Rooms
Second Level	18,500 sq. ft.	22 units, Community Room, Fitness Room, and Spa
Third Level	17,500 sq. ft.	23 units
Fourth Level	13,000 sq. ft.	17 units
Total	79,000 sq. ft.	61 one-bedroom units, 1 manager unit

Source: Metier Architecture and Design. Site Plan

2.3.2 BUILDING AMENITIES AND OPEN SPACE

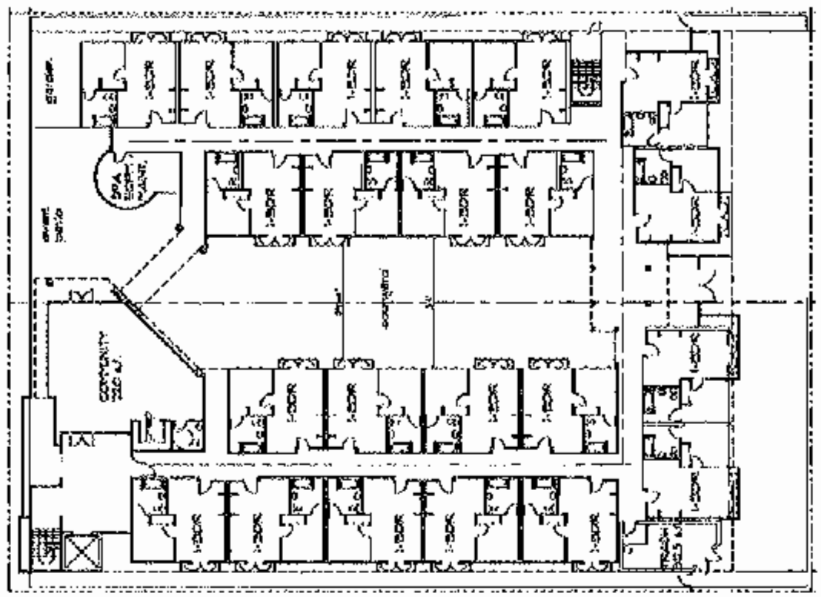
All of the residential units will consist of one bedroom units with a floor area of 600 feet for each unit (the manager's unit will contain 650 square feet). Each unit will contain a living room, a dining area, one bedroom, and a bathroom. In addition, each unit will include a 23 square foot balcony. As indicated previously, the proposed project will also have a number of amenities including a community room (1,220 square feet), a spa (320 square feet), a fitness room (370 square feet), an event patio, and a small garden. In addition, each unit will be provided 100 square feet of storage in the parking area.[14] Building floor plans are provided in Exhibits 7 and 8.

A total of 12,926 square feet of open space will be provided (9,300 square feet of open space is required under the city's Code requirements). Of the total open space provided, 11,500 square feet will be common open space while the remaining 1,426 square feet of open space area will be provided by the unit balconies.[15]

[13] Metier Architecture and Design. Site Plan, Sheet A.2-1, 2010

[14] Ibid.

[15] Ibid.



Second Level Floor Plan

First (Ground) Level Floor Plan

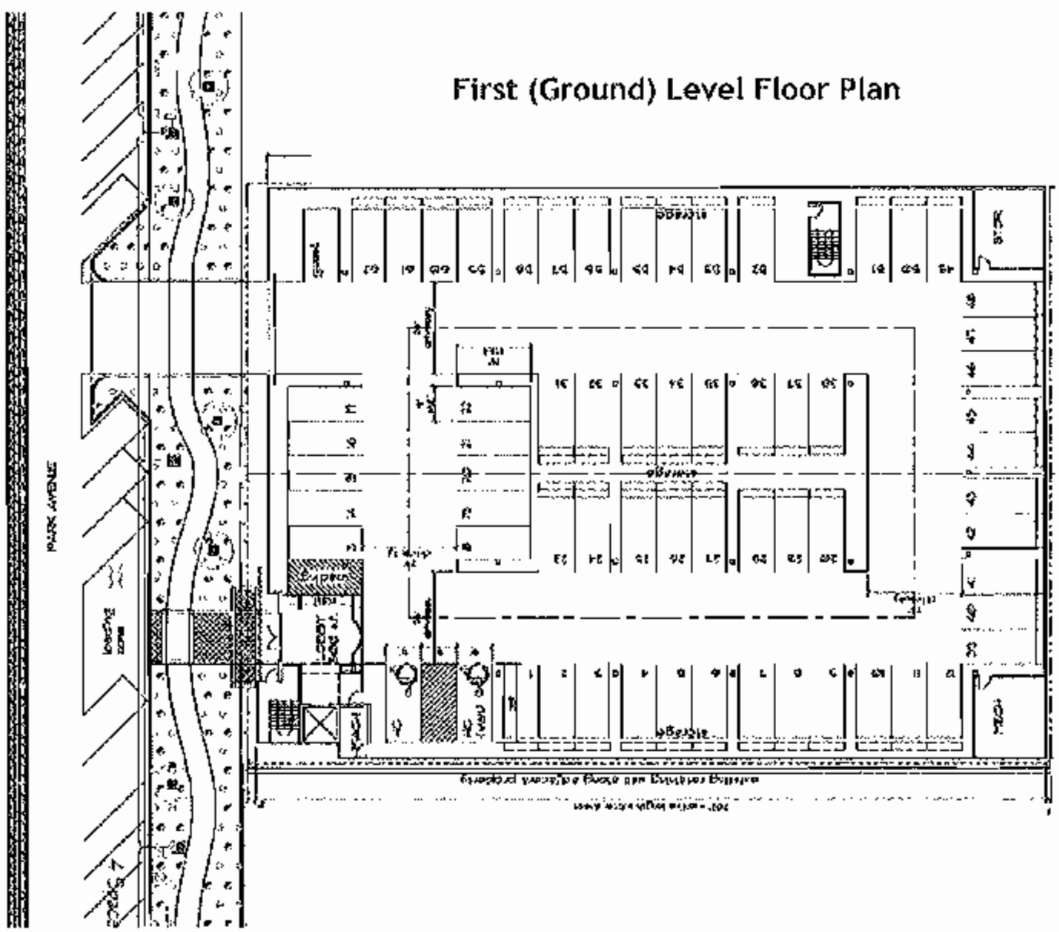
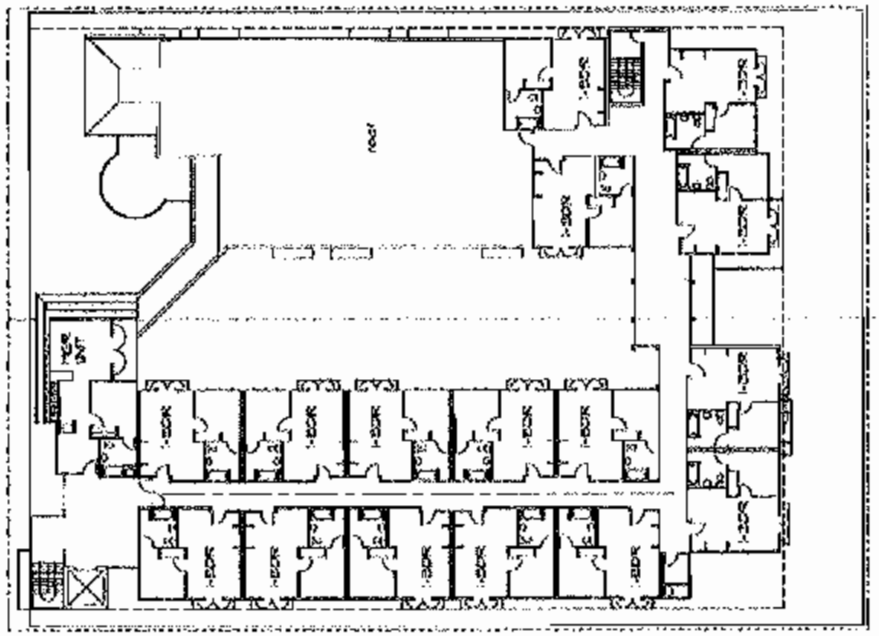


EXHIBIT 7
FIRST AND SECOND LEVEL FLOOR PLANS
SOURCE: METIER ARCHITECTURE AND DESIGN., SITE PLAN, SHEET A.2-2, 2010



Fourth Level Floor Plan

Third Level Floor Plan

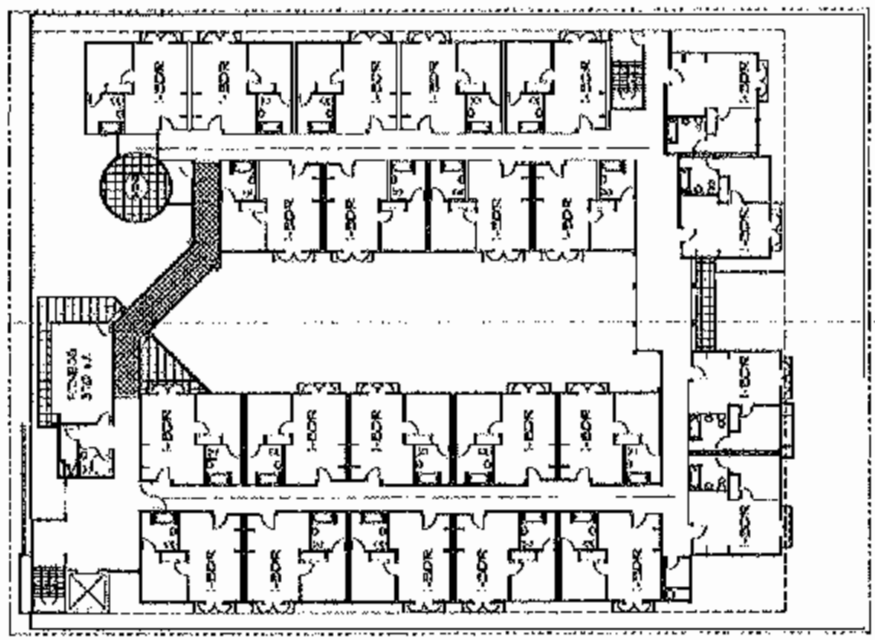


EXHIBIT 8
THIRD AND FOURTH LEVEL FLOOR PLANS
SOURCE: METIER ARCHITECTURE AND DESIGN, SITE PLAN, SHEET A.2-2, 2010

2.3.3 SITE ACCESS AND PARKING

Access to the proposed project will be provided by a single driveway connection with Park Avenue. This new driveway will connect to the first level (ground level) parking area. The new driveway serves as both ingress and egress to the ground level parking. The parking layout is shown in the lower portion of Exhibit 7.

The proposed project will provide 64 parking spaces for residents in the ground level parking area. Of the 64 resident parking spaces, 2 spaces will be reserved for ADA accessible parking while the remainder (62 spaces) will be devoted to standard stalls. In addition to the spaces provided in the enclosed ground level parking garage, 5 marked parking spaces will be provided on the Park Avenue frontage and 6 spaces will be provided on the Jessie Street frontage. The applicant is requesting a parking variance that would permit a reduction in the number of guest parking spaces from the 12 spaces that are required under the city's off-street parking requirements to 11 spaces. The 11 public parking spaces located on Jessie Street and Park Avenue, and one additional parking in the ground level parking area, will be available for use for guest parking.[16]

Table 3
Summary of Parking Characteristics

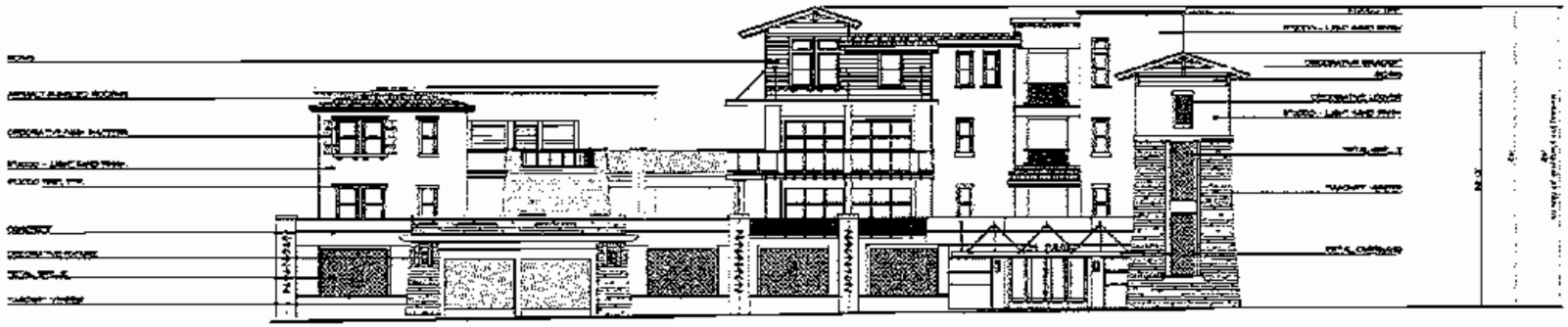
Parking	No. of Spaces
Resident Parking	
Resident Parking (Standard)[1]	62 spaces
Resident Parking (ADA)[1]	2 spaces
Total Resident Parking[1]	64 spaces
Guest Parking	
Guest Parking on Jessie St.[2]	6 spaces
Guest Parking on Park Ave.[2]	5 spaces
Enclosed Guest Parking[1]	1 space
Total Guest Parking	12 spaces

1. Parking is provided in the ground level enclosed parking area.
2. Parking is provided on-street. These sparking spaces are available for public parking and will not be reserved for the exclusive use of the proposed project's guest parking.

Source: Metier Architecture and Design. Site Plan

[16] Metier Architecture and Design. Site Plan, Sheet A.2-1, 2010

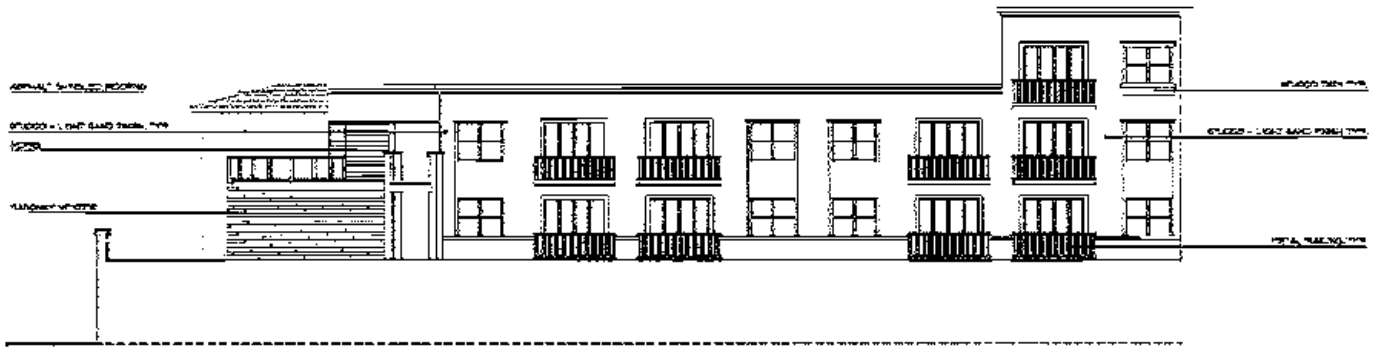
Jesse St. Elevation



Park Ave. Elevation

Exhibit 9
Jesse St. and Park Ave. Building Elevations
Source: Metier Architecture and Design. Site Plan, Sheet A.3-1, 2010

EXHIBIT 10
EAST AND WEST BUILDING ELEVATIONS
SOURCE: METTIER ARCHITECTURE AND DESIGN, SITE PLAN, SHEET A.3-2, 2010



East Courtyard Elevation

West Courtyard Elevation

Exhibit 11
Courtyard Elevations

Source: Metier Architecture and Design, Site Plan, Sheet A.3-3, 2010

2.3.4 SITE AND BUILDING DESIGN

The proposed building's first level (ground level) will have a footprint of approximately 30,000 square feet that will cover the majority of the 30,928 square foot development site. The upper levels containing the residential units (level two through four) will be oriented around a central opening that will serve as a court yard for the residential units. The maximum building height will be 45-feet. Pedestrian access will be provided entries along the Jessie Street and Park Avenue elevations. The building's architecture is characterized by a Spanish Mediterranean motif with tower elements and other articulation designed to "break-up" the wall surface. The building elevations are shown in Exhibits 9, 10, and 11.

2.3.5 OPERATIONAL CHARACTERISTICS

As proposed, the project would provide a total of 62 rental units. Under the current proposal, 41 of the 62 proposed rental units would be affordable to low income renters translating into 66% affordable dwelling units.[17] The affordable units would be reserved for those lower income households with annual incomes ranging from 60% to 80% of Los Angeles County's median household income. The remaining 21 units (including the manager's unit) would be available to prospective renters at market rate rents.

2.3.6 PROJECT CONSTRUCTION

The proposed construction phases will include demolition, grading and excavation, building erection, and finishing. The construction schedule will take approximately 12 months to complete once the necessary approvals have been obtained by the applicant. Approximately 7,700 cubic yards of earth will be removed (exported) to accommodate the first level parking.[18]

Subsequent to obtaining development entitlements from the Planning and Preservation Commission and the Redevelopment Agency, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department and the Community Development Department. The construction plan shall note the locations of all on-site utility facilities as well as trash containers, construction vehicle parking areas, and the staging area for debris removal, and the delivery of building materials. Construction hours will also be required to comply with the current San Fernando Municipal Code Noise Standards. In addition, the contractors will be required to provide adequate security as a means to secure all building materials and equipment during the construction phases. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the adjacent Recreation Park and the surrounding residential neighborhood.

[17] City of San Fernando. [Project Description] Request for Proposal to Prepare a Mitigated Negative Declaration for Proposed Affordable Housing Project at 131 Park Avenue. San Fernando, CA.

[18] Ibid.

2.4 OBJECTIVES OF THE PROJECT & DISCRETIONARY ACTIONS

2.4.1 PROJECT OBJECTIVES

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

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

2.4.2 DISCRETIONARY APPROVALS

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of San Fernando) that calls for an exercise of judgment in deciding whether to approve a potential development. As part of the proposed project's implementation, the city will consider the following:

- *The approval of a variance for the project's development density.* Pursuant to Code Section 106-425, the maximum permitted density is one unit for every 1,013 square feet of land or 43 dwelling units per acre. As proposed, the project would provide 62 units within the 30,750 square foot lot that would translate into a density of one dwelling unit for every 496 square feet of land or 87 dwelling units per acre. As currently proposed, the project will exceed the maximum density allowed in the R-3 (Multiple Family) zone.[19]
- *The approval of a variance for lot coverage.* The city's Zoning Code (Section 106-967(6)(b)) requires that all development within the R-3 (Multiple Family) zone not exceed a lot coverage requirement of 40%. The proposed project would include a parking garage level with access from Park Avenue that covers approximately 30,000 square feet resulting in a lot coverage of approximately 97.6%. As currently proposed, the project will exceed the permitted lot coverage for similarly zoned R-3 (Multiple Family) lots.[20]
- *The approval of a variance for the building setbacks.* As proposed, the proposed building would have a 20-feet front yard setback along Jessie Street and a 2-feet rear yard setback along Park Avenue, and a 1- foot side yard setback.[21] Based on staff's initial assessment, the project will encroach into the required rear yard and side yard setbacks, requiring a variance.[22]

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[19] City of San Fernando. [Project Description] Request for Proposal to Prepare a Mitigated Negative Declaration for Proposed Affordable Housing Project at 131 Park Avenue. San Fernando, CA. Section 106-425 of the Zoning Code indicates density requirements. Density in the R-3 multiple-family residential zone shall be one dwelling unit for each 1,013 square feet of lot area.

[20] Ibid. Section 106-967 of the Zoning Code indicates applicable lot coverage requirements.

[21] Ibid. Article IV, Section 106-696 of the Zoning Code indicates applicable lot setback requirements.

- *The approval of a variance related to on-site parking and parking garage design.* The city's Zoning Code (Code Section 106-822(a)(3a)) requires that one-bedroom units provide one and one-half covered parking off-street parking spaces for each dwelling unit. The proposed project involves the development of 62 one-bedroom dwelling units and the number of proposed apartment units would result in an off-street parking requirement of 93 parking spaces.[23] In addition, the project is required to maintain 12 guest parking spaces on-site. The ADA also requires 2% of the required on-site parking spaces to be designated as handicap parking. The project will provide 64 on-site residential parking spaces, that include one on-site guest parking space, and two handicap parking spaces within the project site boundaries. The project also assumes the additional 11 guest parking spaces could be accommodated by the existing and proposed on-street public parking along Jessie Street and Park Avenue.

- As proposed the project would require the Planning and Preservation Commission's review and approval of a Variance application pursuant to city Code Section 106-291 through Section 106-296 (Chapter 106, Division 7—Variances).

- The Final Site Plan Review Application approval issued by the Executive Director of the City of San Fernando Redevelopment Agency is issued subsequent to obtaining concurrence from the Planning and Preservation Commission.

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

[22] Sec. 106-701 of the Zoning Code indicates standards for projections into required setback area.

[21] Ibid. Section 106-822 of the Zoning Code indicates applicable off-street parking requirements.

SECTION 3
ENVIRONMENTAL ANALYSIS

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

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

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

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City 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 impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

3.1 AESTHETIC IMPACTS

3.1.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The city's local relief is generally level and ranges from 1,017 feet above mean sea level (AMSL) to 1,250 feet AMSL. This generally level topography is largely due to the city's location over an alluvial fan associated with the deposition of water-borne materials from the mountains and hillside areas located to the north and east. The dominant scenic vistas from the project site and the surrounding area include the views of the Santa Susana Mountains located to the west and the San Gabriel Mountains located to the north. The city is located in the northeastern portion of the San Fernando Valley near the south-facing base of the San Gabriel Mountains.[24]

There are no designated scenic vistas or resources present within the vicinity of the project site. No protected views are present in the immediate that could be affected by the new residential development.[25] The "rear" of the adjacent apartment building located to the north will face the proposed project once it has been completed. The windows along the south-facing elevation appear to be for bathrooms and bedrooms. The existing building located to the south of the proposed project site is separated from the proposed building by enclosed yard area.[26]

As indicated in the floor plans and building elevations provided in Section 2, the building will include design elements and other features that will provide articulation along the structure's exterior elevations. The variation in the roof line along with the placement of windows, balconies, and tower elements will break up the visual mass. In addition, the existing blighted structures will be removed. As a result, the proposed project will not result in any significant adverse impacts.

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

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

[26] Blodgett/Baylosis Associates. This information was compiled during a site visit on June 15th, 2010.

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

Much of the city's architectural character was derived from the San Fernando Mission, founded in 1797. Notable historically significant buildings that are located within San Fernando include the Lopez Adobe, the Morningside Elementary School, and the historic Post Office. In addition to the Mission Revival style, other architectural styles found within the area include Spanish Colonial Revival, Mediterranean, and Monterey. Other architectural influences present in San Fernando include Craftsman, Bungalow, Beaux-Arts, Art Deco, and Victorian styles. These architectural styles also flourished at the turn of the century primarily in residential construction, with a few commercial and public buildings exhibiting these design characteristics as well.[27]

The proposed project site is located in the midst of an existing residential neighborhood that contains higher density residential development. Residential land uses line the street frontages along both Park Avenue and Jessie Street. Higher density multiple family developments are also located along the project site's north and south sides. Recreation Park, a public park operated by the City of San Fernando Recreation and Community Services Department, is located opposite the project site on the east side of Park Avenue. The San Fernando Middle School is located west of the project site on the opposite side of Jessie Street.[28]

The project site is currently occupied by two older, dilapidated apartment buildings that are no long in use. The existing apartment buildings provide a total of 27 rental units.[29] The removal of the existing dilapidated structures will be beneficial in terms of eliminating a source of visual and physical blight. As a result, the proposed project's implementation will not result in any significant adverse impacts with respect to scenic highways, historic buildings, or other significant view elements.

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

Residential development is considered to be a light sensitive receptor and, as a result, care must be taken as part of any future planning to avoid light trespass and spill over. Potential sources of light and glare that may result from the proposed project include decorative lighting, security lighting, interior lighting, and vehicle headlights. Unprotected lighting from the proposed project could, in the absence of mitigation, affect those residences located adjacent to the project site on the west and east sides. Other lighting sources may include vehicle headlights though the cars exiting the parking level will be directed to the east, away from the adjacent residential uses. Mitigation measures have been identified in Section 3.1.4 that will be effective in reducing potential light and glare impacts to levels that are less than significant.

[27] This general description of the local environmental setting was drawn from the San Fernando Corridors Specific Plan.

[28] Blodgett/Baylosis Associates. This information was compiled during a site visit on June 15th, 2010.

[29] Ibid.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare is site specific. Furthermore, the analysis determined that future residential development arising from the implementation of the proposed project would not result in any significant adverse view shed impacts. As a result, no cumulative aesthetic impacts are anticipated. Mitigation measures that will be effective in reducing potential light and glare impacts are required.

3.1.4 MITIGATION MEASURES

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

Mitigation Measure 1 (Aesthetic Impacts). The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106.834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to design review by the Planning Commission. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

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

- The conversion of prime farmland, unique farmland or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g));
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

No agricultural activities are located within the project site or on adjacent parcels, nor does the City of San Fernando General Plan or Zoning Ordinance provide for any agricultural land use designation.[30] Furthermore, the project site and the surrounding properties are developed in urban uses. The majority of the city is underlain by the Hanford Soils Association (2%-5% slopes). This soil classification is considered to be a *prime farmland soil* in the rural portions of the Antelope Valley only. In the urbanized areas of Los Angeles County, this soil is not designated as a *"prime farmland soil, unique farmland soil,* or a *soil of statewide importance."* As a result, the proposed project's implementation will not impact any protected farmland soils.[31]

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

No agricultural activities are presently located within the project site or in the immediate area.[32] The city's applicable general plan and zoning designations for the project site do not contemplate agricultural land uses. In addition, the project site is not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will result from the proposed project implementation.

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

San Fernando is located in the midst of a larger urban area and no forest lands are located within the city or in the surrounding area. A topographic map provided in Exhibit 12 illustrates the degree of urban development in the area surrounding the proposed project site. The City of San Fernando General Plan does not specifically provide for any forest land protection.[33] As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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

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

[30] City of San Fernando, *San Fernando General Plan Land Use Element*, 1987.

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

[32] Blodgett/Baylosis Associates, *Site Survey*, March 2009.

[33] City of San Fernando, *San Fernando General Plan Conservation Element, Chapter3*, January 2008. Page CON-12

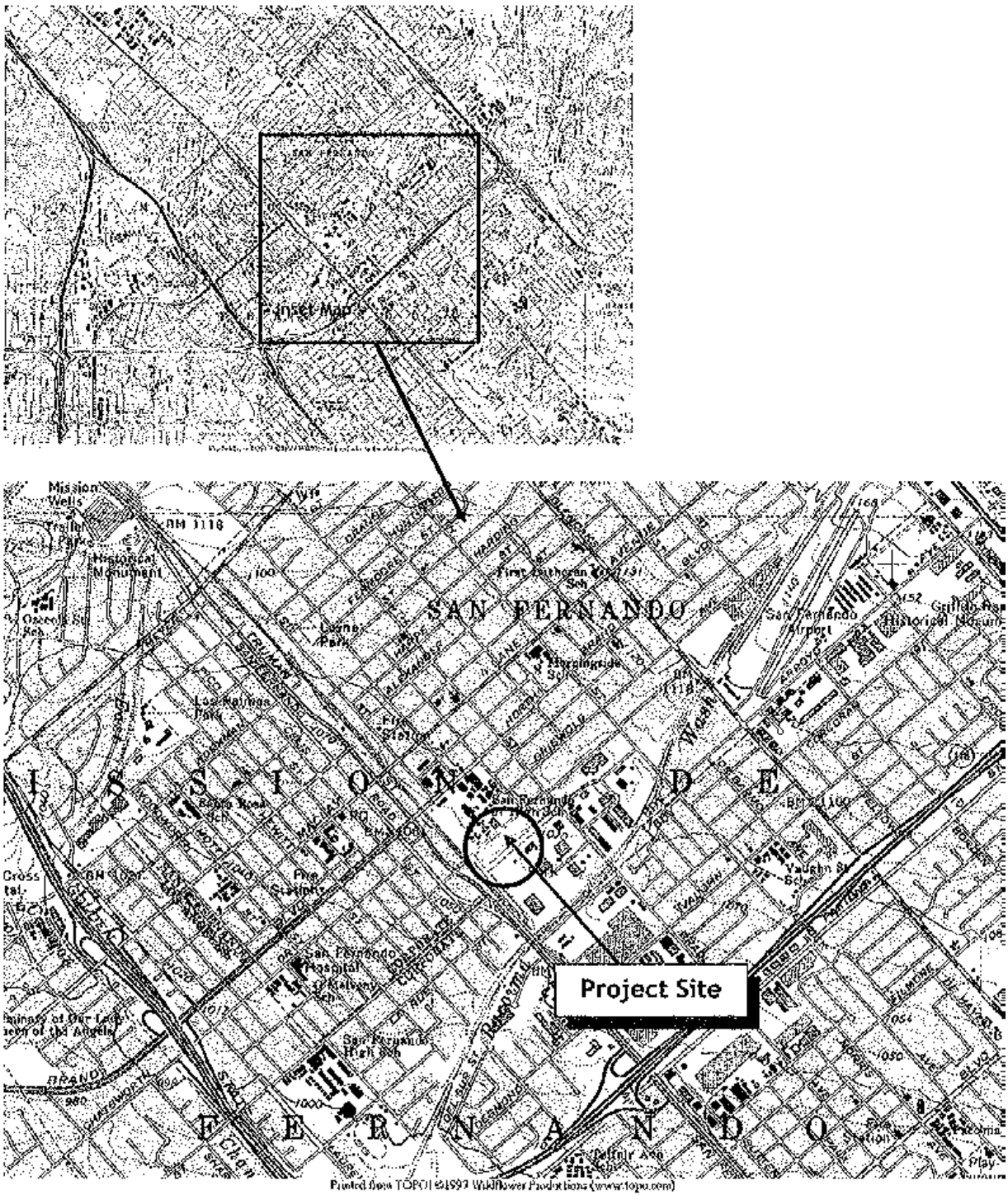

EXHIBIT 12
LAND COVER
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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

No agricultural activities or farmland uses are located within the city or within the project site.[34] As indicated previously, the project site and the surrounding properties are currently developed and no agricultural activities are located within the site or in the surrounding area. The proposed project will not involve the conversion of any existing farmland area to urban uses and no significant adverse impacts are anticipated.

3.2.3 CUMULATIVE IMPACTS

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

3.2.4 MITIGATION MEASURES

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

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

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

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

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

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

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide (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.

- *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.[35]

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of San Fernando is located within the South Coast Air Basin, which covers a 6,600-square-mile area within Orange County, non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the region.[36]

Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[37] The 2007 AQMP replaced the 2003 AQMP and the latter AQMP is designed to meet both state and federal Clean Air Act planning requirements for all of the geographic areas under the jurisdiction of the SCAQMD. The South Coast Air Basin (SCAB) has experienced poor air quality to the area's topography as well as metrological influences that have often lead to the creation of inversion layers that prevent the dispersal of pollutants. During the mid-20th century, SCAB experienced the worst air pollution in the nation, which gave rise to various strategies to improve air quality. However, the region's air quality has shown a steady and gradual improvement since the 1970's. This improvement in air quality has been largely due to the elimination of many stationary emission sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open-air fires). The primary criteria pollutants that remain non-attainment in the SCAB area include $PM_{2.5}$ and Ozone.

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

[36] South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

[37] Ibid.

The most recent 2007 AQMP focused on the control of ozone and smaller particulates and their precursors. The AQMP also incorporated significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling. The Final 2007 AQMP was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[38] The Regional Housing Needs Assessment (RHNA) is an outgrowth of this larger comprehensive planning effort and represents a mandate required by the State of California as part of the RHNA's implementation. The city is obligated under State law to fulfill the RHNA requirements that have been assigned to the city. As part of the RHNA's development, SCAG relied on growth projections developed as part of the Regional Transportation Plan (RTP). These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP.

Two consistency criteria that may be referred to in determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. Consistency Criteria 1 refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation. Criteria 2 refer to the project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[39] The proposed project will involve the construction of 62 residential units with the majority of these units reserved for low income households. These units will count towards the city's unmet RHNA that identified a need for 251 residential units including 62 units for *very low income* households and 38 units for *low income* households. Thus, the proposed project will not result in any exceedance of any employment or population projections.

The proposed project is not considered by the SCAQMD to be a regionally significant project. The project will not significantly affect any regional population, housing, and employment projections prepared for the city by the SCAG due to its relatively small size (62 residential units).[40] Finally, the project is not subject to the requirements of the Air Quality Management Plan's PM_{10} Program, which is limited to the desert portions of the South Coast Air Basin. As a result, the proposed project would not be in conflict with, or result in an obstruction of, the applicable 2007 AQMP. The proposed project will not result in any significant adverse impact related to the implementation of the AQMP.

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

Pollutants regulated by the Federal and State Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling and refer to those pollutants that are subject to both Federal and State ambient air quality standards as a means to protect public health. The Federal and State standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or

[38] South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

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

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

project-specific. Finally, global warming and ozone-depleting gases are not monitored though sources of green house gas emissions are subject to federal and regional policies that call for their eventual elimination.

Specific National Ambient Air Quality Standards (NAAQS) have been promulgated by the Federal government. The California Air Resources Board (CARB) has also established ambient air quality standards for six of the pollutants regulated by the EPA (CARB has not established standards for $PM^{2.5}$). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards as well as additional standards for sulfates, vinyl chloride, and visibility.[41] Table 4 lists the current national and California ambient air quality standards for each criteria pollutant.

Table 4
National and California Ambient Air Quality Standards

Pollutants	National Standards	State Standards
Lead (Pb)	1.5 $\mu g/m^3$(calendar quarter)	1.5 $\mu g/m^3$ (30-day average)
Sulfur Dioxide (SO^2)	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)
Nitrogen Dioxide (NO^2)	0.053 ppm (annual average)	0.25 ppm (1-hour)
Ozone (O^3)	0.12 ppm (1-hour)	0.09 ppm (1-hour)
Fine Particulate Matter (PM10)	150 $\mu g/m^3$ (24-hour)	50 $\mu g/m^3$ (24-hour)
Sulfate	None	25 $\mu g/m^3$ (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70 percent

Source: South Coast Air Quality Management District. 2010

As indicated previously, the region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires). Ozone pollution continues to be a problem in the SCAB. The maximum 1-hour ozone concentration in the SCAB measured in recent years was the lowest concentration since monitoring began. However, ozone concentrations still exceed both the State and Federal clean air standards in some areas. The highest ozone levels in the Southern California region are typically recorded in the Santa Clarita Valley and in the San Bernardino Mountains.

[41] South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

The coastal and basin areas of Orange and Los Angeles Counties have not experienced an exceedance of Federal or State ozone standards. There is insufficient data for PM^{10} to ascertain any trends in improvement or deterioration.[42]

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

- 75 pounds per day or 2.5 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.5 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}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds or 0.0275 tons per day of reactive organic compounds;
- 55 pounds or 0.0275 tons per day of nitrogen dioxide;
- 550 pounds or 0.275 tons per day of carbon monoxide;
- 150 pounds or 0.075 tons per day of PM_{10}; or,
- 150 pounds or 0.075 tons per day of sulfur oxides.

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

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

[42] South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

- Delivery vehicles and workers commuting to and from the construction site will generate mobile emissions.

The use of diesel-power construction equipment will generate large amounts of nitrogen oxide (NO_X). Particulate dust will also be a byproduct of site preparation activities. Table 5 outlines the estimated short-term emissions projected for the construction of up to 62 units. The emissions shown in the table were calculated using the computer model Urbemis, Version 9.2 developed for the California Air Resources Board. As shown in Table 5, the construction of the 62 unit development will result in daily construction emissions that will be "less than significant" since they will be below the SCAQMD's daily thresholds. However, mitigation measures have been included in Section 3.3.4 as a means to further reduce construction-related emissions.

Table 5
Estimated Short-Term Emissions (lbs/day)

Source	CO	ROG	PM_{10}	$PM_{2.5}$	NO_x
Construction Emissions	99.69	10.28	3.28	0.15	63.92
Fugitive Particulates	--	--	214.70	44.13	--
Short-term Thresholds	550	75	150	150	100

Source: Blodgett/Baylosis Associates, 2009

Table 6 summarizes the long-term operational emissions from the proposed residential development once it is occupied. Long-term emissions refer to those air quality impacts that will occur once the development is operational and occupied and these impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes the following:

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

The analysis of long-term operational impacts also used a computer model developed by the California Air Resources Board (CARB). The computer model requires the knowledge of a number of independent variables to ascertain project emissions, such as trip generation rates, size of the project, worker trip characteristics, and others.[43] The computer model worksheets used in this analysis are provided in the appendix. As indicated in Section 2, the project site is currently occupied by 27 units. The proposed project will result in a net increase of 35 units within the property. As indicated in Table 6, the long-term operational emissions will be below thresholds considered by the SCAQMD to be significant.

[43] California Air Resources Board. URBEMIS 9.2.2. 2009

Table 6
Existing and Future Long-Term Emissions (lbs/day)

Emissions Type	Criteria Pollutants (lbs./day)				
	CO	ROG	PM10	NOX	SOX
Existing Mobile Emissions	17.90	1.54	2.75	1.96	0.00
Existing Stationary Emissions	2.70	1.72	0.02	0.24	0.00
Total Existing Emissions	20.60	3.26	2.77	2.20	0.00
Future Mobile Emissions	34.25	3.05	5.28	3.74	0.03
Future Stationary Emissions	1.75	3.61	0.01	0.49	0.00
Total Future Emissions	36.00	6.66	5.29	4.23	0.03
Δ-Net Difference (Existing-Future)	15.40	3.40	2.52	2.03	0.03
Thresholds	550	55	150	100	150

Source: California Air Resources Board, URBEMIS 9.2.2

As indicated in Tables 5 and 6, the projected short-term and long-term emissions are below thresholds considered to represent a significant adverse impact. As a result, no significant adverse impacts are anticipated with the proposed project's implementation.

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

As indicated previously, the SCAB is non-attainment for ozone. The long-term emissions from the proposed development will result in daily emissions that will not exceed the SCAQMD's thresholds. Reactive organic gasses (ROG) are precursors for the formation of ozone. As indicated in the preceding section, the projected ROG emissions are also below the SCAQMD's thresholds of significance (refer to Table 5 and Table 6.). As a result, the cumulative air quality impacts are considered to be less than significant.

D. *Would the project expose sensitive receptors to substantial pollutant concentrations? No Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[44] These population groups are generally more sensitive to poor air quality. The residential uses contemplated as part of the proposed project's implementation are considered to be sensitive receptors. The significance of localized project impacts

[44] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

under CEQA depends on whether ambient carbon monoxide levels in the vicinity of the project are above or below State and Federal standards for that criteria pollutant. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one hour carbon monoxide concentrations by 1.0 part per million (ppm) or more or eight hour carbon monoxide concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for carbon monoxide.

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

The proposed project's trip generation will not be significant enough to result in a carbon monoxide "hot spot" that could lead to an exceedance of the State's 1-hour or 8-hour carbon monoxide standards. As indicated in the traffic analysis, the proposed project's traffic generation will not lead to any significant impact on area intersections.[45] As a result, no impacts related to the creation of a carbon monoxide "hot spots" are anticipated.

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

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

The proposed project involves the construction of up to 62 residential units and the proposed use will not result in any toxic emissions. As a result, no significant adverse impacts on sensitive receptors are anticipated to result from the proposed project's implementation.

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

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[46] No

[45] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

[46] Ibid.

significant odor emissions are anticipated given the nature and extent of the proposed residential development. As a result, no order-related impacts are anticipated.

3.3.3 CUMULATIVE IMPACTS

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

3.3.4 MITIGATION MEASURES

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

Mitigation Measure 3 (Construction Emissions). All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Mitigation Measure 4 (Construction Emissions). The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure 5 (Construction Emissions). All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

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

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

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

Mitigation Measure 9 (Construction Emissions). Trucks and other construction equipment shall be shut off when not in use.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

As indicated in the preceding sections, the city is located in an urbanized area. Native habitat in the vicinity of the project site has been disturbed as part of the area's past development. The proposed project site is located in the midst of an existing residential neighborhood that contains higher density residential development. Residential land uses line the street frontages of both Park Avenue and Jessie Street. Higher density multiple family developments are also located along the project site's north and south sides. Recreation Park, a public park operated by the City of San Fernando Recreation and Community Services Department, is located opposite the project site on the east side of Park Avenue. The San Fernando Middle School is located west of the project site on the opposite side of Jessie Street.[47]

[47] Blodgett/Baylosis Associates. This information was compiled during a site visit on June 15th, 2010.

The project site is currently occupied by an older, dilapidated apartment complex that is no longer in use. This existing complex consists of five separate multiple level structures with enclosed parking garages provided along the Park Avenue and Jessie Street frontages. There are no trees within the site and the remaining landscaping is in poor condition. There are no sensitive or unique biological resources located within the adjacent properties.[48] As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project.

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

There are no native or natural riparian plant habitats found within the project site or in the adjacent properties. In addition, the project site is developed with the existing apartment buildings. No "blue line" streams are located within or adjacent to the project site. The nearest designated "blue-line" stream is the Pacoima Wash, located approximately 1,160 feet to the southeast (refer to Exhibit 13).[49] The Pacoima Wash is concrete lined at this location and is used for flood control purposes. As a result, no significant adverse impacts on natural or riparian habitats will result from the proposed project's implementation.

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

The project site and the adjacent properties do not contain any natural wetland habitat. No "blue line" streams are located within or adjacent to the project site. The nearest designated "blue-line" stream is the Pacoima Wash, located approximately 1,160 feet to the southeast.[50] As a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

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

As indicated in the preceding section, the project site and the adjacent properties are developed and do not contain any natural or native vegetation. No trees are located within the project site's boundaries that could provide resting areas for migratory birds. No natural open space areas are located on-site or in the surrounding area that would potentially serve as an animal migration corridor. As a result, no significant adverse impacts are anticipated.

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

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

[50] Ibid

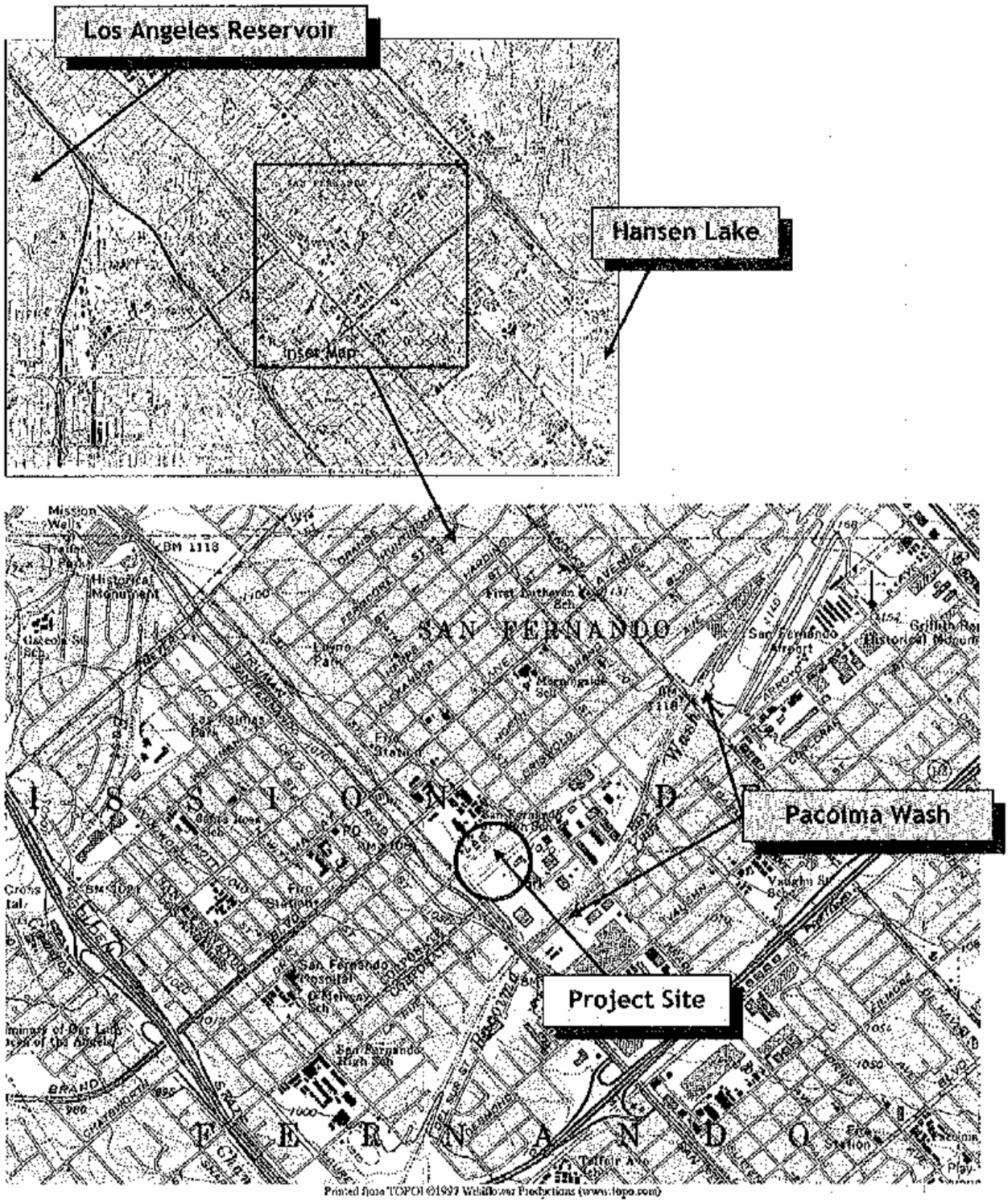

EXHIBIT 13
BIOLOGICAL RESOURCES
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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

The project site and the adjacent properties do not contain any protected habitat. The site is fully developed and does not contain any trees. The existing landscaping and turf areas are also in poor condition. As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources and no significant adverse impacts are anticipated.

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

As indicated previously, the project site is located within an urbanized setting, and no natural habitats are found within the site or in the adjacent areas. The project site is not located within an area governed by a habitat conservation or community conservation plan.[51] As a result, no adverse impacts on local, regional or state habitat conservation plans will result from the proposed project's implementation.

3.4.3 CUMULATIVE IMPACTS

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

3.4.4 MITIGATION MEASURES

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

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site or unique geologic feature; or,

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

- The disturbance of any human remains, including those interred outside of formal cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? No Impact.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the Office of Historic Preservation, also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.[52]

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

A single location is recorded on the National Register of Historic Places: the Lopez Adobe located at 1100 Pico Street. In addition to its designation as a National Historical Site, it is also a state and county Historical Site. The property on which the adobe is located was acquired from the King of Spain through a land grant to the DeCelis family. An upper apartment was the home of a daughter, Kate Lopez Millen from 1931 until her death in 1961. Her children then sold the adobe to the City of San Fernando in 1970 through a Historical Preservation grant that saved the adobe from demolition. The 1971 Sylmar earthquake resulted in minor damage to the adobe and in 1974 it was restored to its original condition. In 2002, *The Friends of the Lopez Adobe* was formed as a means to promote the home. The adobe is currently maintained by the San Fernando Historical Site and Preservation Commission.

The city recently completed a comprehensive historic resources preservation program. An initial step of this process involved the completion of a city-wide inventory of potential historically significant properties. The survey was completed by Cultural Resources Management LLC in 2002. The survey identified over 230 potentially significant historic sites including two that may be eligible for the National Register. The survey also identified a single potential National Register Historic District. The

[52] California Dept. of Conservation. State Office of Historic Preservation. 2006; and the City of San Fernando. [Final] General Plan Environmental Impact Report. Section 4.12, Page 4.12-1.

project site was not included on this list. As a result, the proposed project's implementation will not result in any significant adverse impacts on historic resources.

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

The region in and around the City of San Fernando was home to the Gabrielino Indians. One of the largest Indian settlements was located near the existing San Fernando Mission. The village of Achooykomenga was reportedly one of the largest communities in the San Fernando Valley. The exact location of this village is unknown. The early baptismal register from the mission also identifies a settlement in what is now Pacoima.[53] The great majority of the potential development sites in the city were previously disturbed and no archaeological resources were reported during previous grading and excavation activities in the area.[54] In addition, the project site has undergone extensive disturbances as part of past construction activities. No significant archaeological sites are likely to be discovered during grading activities due to the degree of disturbance.[55] As a result no impacts on archaeological resources are anticipated from the proposed project.

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

The potential for paleontological resources in the area is considered low due to the character of subsurface soils (recent alluvium) and the amount of disturbance associated with the previous development on the site.[56] As a result, no significant adverse impacts are anticipated.

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

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

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

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[53] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

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

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

[56] Ibid. Page 4.12-2.

3.5.4 MITIGATION MEASURES

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

3.6 GEOLOGY

3.6.1 THRESHOLDS OF SIGNIFICANCE

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

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground -shaking, liquefaction, or landslides;

- Substantial soil erosion resulting in the loss of topsoil;

- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,

- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground -shaking, liquefaction, or landslides? Less than Significant Impact.*

The City of San Fernando is located in the Peninsular Range geologic province, which is characterized by northwest-trending topographic and structural features. The Peninsular Range province is bounded by the Transverse Range province to the north and the Colorado Desert province to the west. The inland portion of the Peninsular Range province consists of numerous mountain ranges that are composed of igneous and metamorphic rocks of Mesozoic and Paleozoic age. An irregular coastal plain is located on the western edge of the province (that includes the Los Angeles Coastal Plain) that is

composed of marine and non-marine elastic deposits of Upper Cretaceous, Tertiary and Quaternary age.

The city is located in the northwest corner of the Los Angeles Basin. This basin trends to the northwest with an axis that extends 50 miles and has a width of approximately 20 miles. The basin is bounded on the east by the San Gabriel Mountains, on the north by the Santa Monica Mountains, on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and on the southwest by the Palos Verdes Hills and the Pacific Ocean. The Los Angeles Basin was a large marine embayment during the Miocene Period that extended as far inland as Pasadena and Pomona ultimately merging with the Ventura Basin. By the Pliocene, the embayment was smaller and generally covered an area slightly larger than the present day lowlands. Subsequent regressions of the coastline as well as uplift have exposed the current basin. The sedimentary deposits in the basin since the Miocene are reportedly as thick as 40,000 feet.[57]

The city is located within the San Fernando Quadrangle. San Fernando and the neighboring communities are located in the northern San Fernando Valley floor in the southerly portion of the quadrangle. The San Gabriel Mountains extend along the northern half of the San Fernando Quadrangle. The eastern end of the Santa Susana Mountains also extends into the westerly portion of the Quadrangle. Canyons within the mountains extend in a southerly direction towards the San Fernando Valley. The San Fernando Valley is an east-trending structural trough within the Transverse Ranges of southern California. The San Gabriel Mountains located to the north of the City of San Fernando are composed of plutonic and metamorphic rocks that are being thrust over the valley from the north. As the San Gabriel Mountains have been elevated and deformed, the San Fernando Valley has subsided and been filled in with sediment.[58]

The area occupied by the city has received sediment from drainage systems originating in the San Gabriel Mountains. The Pacoima Wash and the Little Tujunga Wash are large river systems that have their sources in the steep, rugged San Gabriel Mountains. Each of these drainage systems include a watershed area consisting of tens of square miles within the mountains and are capable of carrying large volumes of sediment. These drainages with source areas in the San Gabriel Mountains primarily have granite or other plutonic rocks in their drainage basins. As is the case for most of California, the geomorphology of the Los Angeles Basin is a direct result of the tectonic forces common to the region. The area's topography is a direct result of the seismic influences that have contributed to the uplift that is evident from the nearby mountains. The region is bisected by numerous faults. Many of which are still considered to be active and many more unknown blind thrust faults are also likely to be present in the area.[59]

The most probable major sources of a significant earthquake affecting the San Fernando area include the San Andreas fault zone, located approximately 5 miles to the northwest, and the Sierra Madre Fault zone, located approximately 2 miles to the north and southwest. Both the San Andreas and Sierra

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

[58] Ibid.

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

Madre zones have been recognized for some time as being active. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre fault zone, and has resulted in the entire length of the Sierra Madre fault zone being considered potentially active. Both the San Andreas and Sierra Madre zones have been associated with surface rupturing as well as significant ground shaking effects. However, no active faults are known to exist in the city.[60] Table 7 identifies major earthquake faults within the surrounding region as well as their characteristics. The locations of the major faults in the Los Angeles region are shown in Exhibit 14.

Table 7
Major Active Earthquake Faults Located in the Region

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

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

All of the faults identified in Table 7 are located outside of the city's corporate boundaries. As a result, surface rupture is not anticipated to occur in the vicinity of the project site in the event of an earthquake from the known faults in the surrounding region. Furthermore, no areas of the city are included within an Aquist-Priolo Special Studies Zone. As a result, no surface rupture impacts will likely impact the proposed project site.

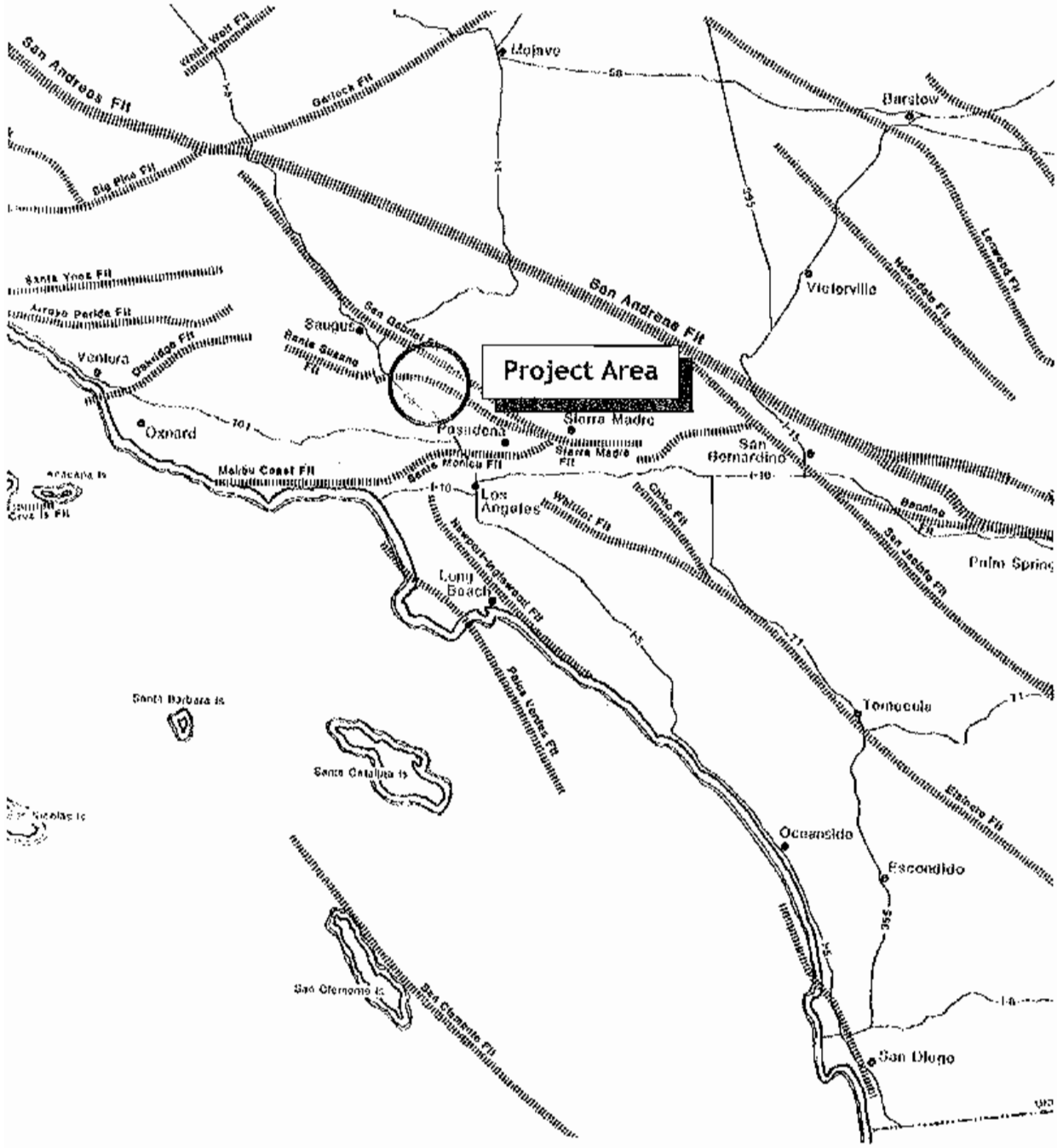

EXHIBIT 14
FAULTS IN THE SOUTHERN CALIFORNIA REGION
SOURCE: UNITED STATES GEOLOGICAL SURVEY

As indicated in the previous section, there are a number of active faults that are located in the surrounding region. The city and the project site are located within a seismically active region and will be subject to ground-shaking and other seismically induced effects, including liquefaction. Two major Southern California earthquakes have occurred in the region during the past 35 years: the 1971 Sylmar earthquake and the 1994 Northridge earthquake.

The magnitude 6.6 Sylmar Earthquake occurred on February 9, 1971 at 6:01 a.m. along the San Fernando Fault Zone. This fault resulted in surface rupture in the Sylmar-San Fernando Area for a total distance of approximately 12 miles (this fault rupture occurred outside the city). The maximum slip was up to 6 feet. The earthquake caused over $500 million in property damage and 65 deaths with the majority of the deaths occurring in the collapse of the Veteran's Administration Hospital in Sylmar. Several other hospitals, including the Olive View Community Hospital in Sylmar suffered severe damage. Newly constructed freeway overpasses also collapsed. The potential loss of life may have been much greater had the earthquake struck during a busier time of the day.

The magnitude 6.7 Northridge earthquake occurred at 4:30 am on January 17, 1994. The earthquake occurred on a blind thrust fault, and produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. Damage was widespread and included the collapse of major freeways, parking structures, and office buildings. In addition, numerous apartment buildings suffered irreparable damage. Damage to wood-frame apartment houses was widespread in the San Fernando Valley and Santa Monica areas, especially to structures with "soft" first floor or lower-level parking garages. The high accelerations, both vertical and horizontal, lifted structures off foundations and/or shifted walls laterally.[61] Evidence of liquefaction was recorded in the San Fernando Quadrangle in both the 1971 San Fernando Earthquake and the 1994 Northridge Earthquake.[62]

Similarly, liquefaction occurred in the 1994 Northridge Earthquake in the sediments behind Hansen Dam. Sand boils, fissures, and minor lateral spreading features occurred in an area about 300 by 1000 feet. In the 1994 Northridge Earthquake, liquefaction occurred again in the hydraulic fills of both Upper and Lower San Fernando Dams. Liquefaction was most severe around the San Fernando Power Plant and the Power Plant Tailrace, a small reservoir that serves as the afterbay of the power plant. This liquefaction occurred in the alluvium underlying the fill for the power plant and led to failure of the tailrace dike. Liquefaction and lateral spreading extended from the west side of the tailrace westward onto the Jensen Filtration Plant property. The most extensive damage due to liquefaction in 1994 occurred in the Granada Hills area. In that area, liquefaction within early Holocene alluvium led to lateral spreading and both extensional and compressional ground cracking.[63]

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

[62] This earthquake caused the liquefaction of the hydraulic fill resulting in a nearly catastrophic, failure of Lower San Fernando Dam. The hydraulic fill of upper San Fernando Dam also liquefied during the earthquake, though damage to the dam was not as severe. Liquefaction and lateral spreading in natural alluvial deposits also occurred both east and west of Upper Van Norman Reservoir. East of the reservoir, a major lateral spread damaged the Los Angeles County Juvenile. Liquefaction may have occurred in 1971 in the sediment deposited behind Lopez Dam in Pacoima Wash. That sediment, deposited after the dam was built in 1954, was about 20 feet thick and saturated at the time of the earthquake. The earthquake caused cracking along the edge of the sediments and settlement of the sediments.

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

The California Geological Survey (formerly the State of California Division of Mines and Geology) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). The Act directs the Department of Conservation (of which the California Geological Survey is a part) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the Act is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards.[64]

The Act was passed by the legislature following the 1989 Loma Prieta Earthquake. The Act requires site-specific geotechnical investigations be conducted to identify the hazard and to assist in the formulation of mitigation measures prior to permitting most developments designed for human occupancy within the *Zones of Required Investigation*. The Seismic Hazard Zone Maps indicate where site-specific investigation is required and these investigations determine whether structural design or modification of the development is necessary.[65] According to the Seismic Zones Hazard Map prepared for the San Fernando 7 ½ Minute Quadrangle, the project site is located outside an area where there is an elevated risk for liquefaction. A copy of the Seismic Hazard Zone Map is provided in Exhibit 15 on the following page. As a result, the impacts are considered to be less than significant. The project site will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the proposed impacts are considered to be less than significant.

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

The project site has been largely covered over with impervious surfaces as part of the previous development as indicated in Section 2. The future development arising as part of the proposed project's implementation will involve the continued covering of the site with impervious materials. As a result, the potential soil erosion impacts associated with future development are considered to be less than significant. Given the developed character of the site and that of the surrounding properties, no significant adverse impacts related to expansive soils are anticipated.

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

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

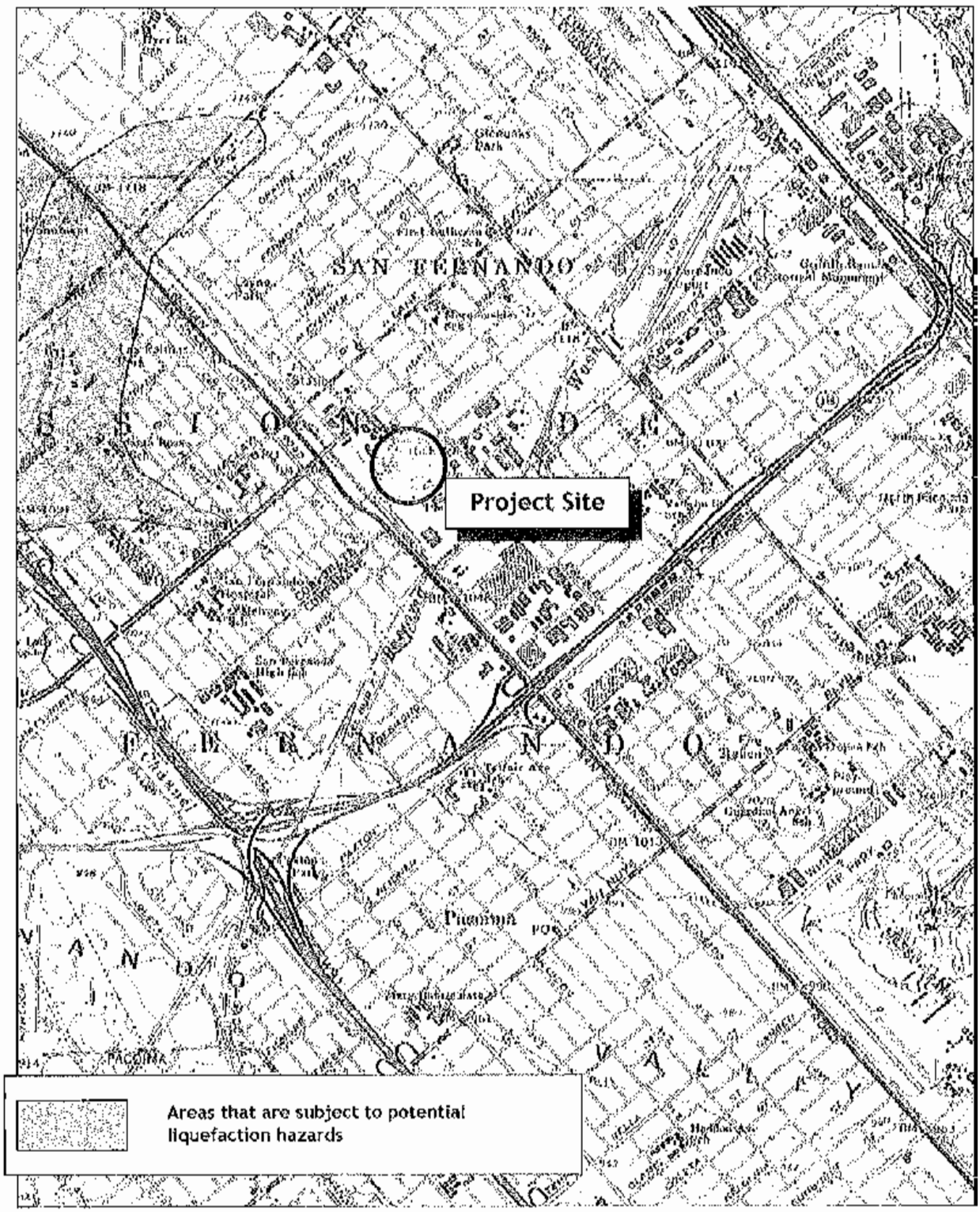

EXHIBIT 15
LIQUEFACTION HAZARDS IN THE SAN FERNANDO AREA
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? No Impact.*

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the site is not located within an area subject to potential slope failure.[66] The site is also are located on relatively level terrain that has previously undergone development. As a result, no impacts due to potential unstable soils are anticipated.

D. *Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2001), creating substantial risks to life or property? No Impact.*

The soils that underlie the project site consist of silty sand, clayey sand, and clay. These soils do not represent a constraint to development, as evidenced by existing development found within the immediate area. Furthermore, the site's soils do not exhibit any unique shrink-swell characteristics. As a result, no expansive soil impacts are anticipated.

E. *Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? No Impact.*

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

3.6.3 CUMULATIVE IMPACTS

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

3.6.4 MITIGATION MEASURES

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

[66] California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones.* 1998.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

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

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

3.7.2 ENVIRONMENTAL ANALYSIS

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

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.[67] However, emissions from fossil fuel combustion by humans have elevated the concentrations of GHG in the atmosphere to above natural levels. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

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

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

GHG emission levels by the year 2020.[68] The URBEMIS 9.2.2 computer model was used to identify the proposed project's generation of carbon dioxide (CO_2), a primary greenhouse gas. The existing 27 unit development, when occupied, generated 1,876 pounds of CO_2 daily. The proposed project will generate 3,684 pounds of CO_2 daily. The net increase in daily CO_2 emissions will be 1,808 pounds. As indicated previously, the 62 unit residential development will assist the city in meeting it RHNA allocation. The RHNA housing need represents a mandate required by the State of California as part of the RHNA's implementation. The city is obligated under State law, to fulfill the RHNA requirements that have been assigned to the city. As part of the RHNA's development, SCAG relied on growth projections developed as part of the Regional Transportation Plan (RTP). These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP. As a result, the potential impacts related to additional greenhouse gas emissions are considered to be less than significant.

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

The proposed project involves the development of 62 residential units. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHP emissions. As a result, no significant adverse impacts related to a potential conflict an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses are anticipated. However, the proposed project will result in the generation of additional greenhouse gasses as indicated in the previous section. As a result, the potential impacts are considered to be less than significant.

3.7.3 CUMULATIVE IMPACTS

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

3.7.4 MITIGATION MEASURES

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

3.8 HAZARDS & HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

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

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;

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

- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;

- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;

- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;

- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;

- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,

- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? No Impact.*

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

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

Future development arising as part of the proposed project's implementation will include 62 residential units. The use of hazardous materials for the residential development will consist of those commonly found in a household setting and used for routine maintenance. The only potential health risk is related to the demolition of the existing multiple-family residence that occupies the site. During demolition, it is possible that asbestos-containing materials ("ACMs") will be encountered. ACMs will most likely be found in wall and pipe insulation, ceiling materials, or old floor tiles. In addition, remnants of lead paint may remain on some of the finished wall surfaces. To ensure that future demolition activities do not result in the release of any of these materials, mitigation measures have been incorporated into Section 3.8.4. Adherence to the mitigation measures will reduce the potential impacts to levels that are less than significant levels.

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

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

As indicated previously, lead paints and asbestos-containing materials (ACMs) may be encountered during future construction activities. Adherence to Department of Toxic Substance Control (DTSC) guidelines and recommendations will reduce the potential for exposure of people to harmful conditions related to hazardous materials. In addition, the site's long-term use has been an apartment building and this type of use will continue. As a result, no significant unmitigable impacts are anticipated related to locating new development on sites identified as having the potential to contain hazardous materials or substances.

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

The proposed project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.[69] As a result, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the government code.

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

The project site is located within 2 miles of an operational public airport. Whiteman Airport is located 1.9 miles to the southeast of the project site. Whiteman Airport is a county-owned general aviation airport. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). The proposed building height of 45-feet will not be tall enough to interfere with aircraft operations. In addition, the project site is located outside of the accident protection zone of Whiteman Airport. Future development arising as part of the proposed project's implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport. As a result, no significant adverse impacts are anticipated.

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

The project site is located within two miles of an operational public airport. Whiteman Airport is located 1.9 miles to the southeast of the project site. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles

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

International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south).[70] The project site is not located within 2 miles of a private airstrip. As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

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

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

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

The entire city is urbanized and the majority of the parcels are developed.[71] There are no areas of native vegetation found within the candidate residential development sites or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

3.8.3 CUMULATIVE IMPACTS

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

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

[71] Ibid.

3.8.4 MITIGATION MEASURES

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

Mitigation Measure 10 (Hazardous Materials). Prior to any demolition, a survey will be conducted to ascertain the presence of any asbestos-containing materials (ACMs) within existing structures. If ACMs are detected, all asbestos removal and disposal must be undertaken in accordance with applicable Federal and State regulations and SCAQMD Rule 1403.

Mitigation Measure 11 (Hazardous Materials). Should hazardous materials be encountered during the building demolition, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Mitigation Measure 12 (Hazardous Materials). The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during construction activities.

3.9 HYDROLOGY & WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

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

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;

- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;

- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;

- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,

- The exposure of a project to inundation by seiche, tsunami or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? No Impact.

The City of San Fernando Public Works Department, Water Production Division, operates and maintains 4 wells, 3 booster pump stations, 4 reservoirs and 2 pressure regulation stations. All of the wells are located in the Sylmar area. Imported water is also purchased from Metropolitan Water District (MWD) of Southern California to augment the local ground water supplies. The city also maintains a six-inch emergency connection to the city's water distribution system from the City of Los Angeles Department of Water and Power. Local groundwater supplies are drawn from the Sylmar groundwater basin with chlorine being added to the water for disinfection. All four of the city's water wells currently use on-site chlorination to treat the water. The majority of the project site is currently paved and covered with impervious surfaces and, the character of the site's hardscape surfaces will not significantly change. Given the developed character of the site, there will not be a significant net increase in the amount of quality of storm water runoff. Potential water quality impacts are discussed under Section 3.9.2.F.

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

Given the extent of the existing development within the project site, the actual net increase in water consumption will be limited. As a result, the actual projected water consumption for the proposed 62 units is projected to be 15,500 gallons of water on a daily basis. The consumption rate assumes 250 gallons per day per unit. In addition, the proposed project will utilize low-flush toilets and other water conservation devices as a means to reduce water consumption. As a result, the potential impacts are anticipated to be less than significant.

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

No natural drainage or riparian areas remain within the project site due to the past development in the area. As a result, no significant adverse impacts are anticipated.

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

There are no natural lakes or streams within or adjacent to the project site. The site is currently developed and no natural drainage features are found within the project site boundaries.[72] As a result, no impacts are anticipated.

E. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? No Impact.*

No significant change in the amount of surface runoff volumes within the project site is anticipated due to the nature and extent of the existing impervious surfaces. As a result, no significant adverse impacts are anticipated.

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

The major source of potential water pollution in the vicinity of the project site is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean. Trash, animal waste, chemicals, and other pollutants are transported untreated through the storm water system where it collects in the beach environment. The National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit is a result of the Federal Clean Water Act (CWA) and is intended to reduce pollution and discharge of contaminants in the storm water system. The City of San Fernando is one of 84 municipalities in Los Angeles County that is required to abide by the conditions imposed by the Regional Water Quality Control Board through the NPDES permit process.

CWA serves as the regulatory foundation for controlling water quality and includes two strategies for managing water quality. The first strategy employs a technology-based approach that establishes specific requirements as a means to manage pollutant levels using the best available control technology (BACT). The second strategy establishes limits on the amount of pollution that surface waters may be exposed to without adversely affecting the beneficial uses of those waters. Once a surface water body is identified as being impaired, the individual states must then establish total maximum daily loads (MDL) for those pollutants creating the pollution through the development of a pollutant load allocation for both point and non-point sources that contribute to the degradation of the water quality. Once these allocations have been set, waste load allocations for point sources are regulated through NPDES permits for individual dischargers. The first requirement involves the preparation, submittal, and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that includes design features and Best Management Practices ("BMPs") that are appropriate for the given project. The purpose of the SUSMP is to reduce the potential for post-construction pollutants entering into the storm water system. The city is required to approve the SUSMP prior to the issuance of any grading or building permit. The second requirement involves the preparation of a Storm-Water Pollution Prevention Plan (SWPPP) for development that disturbs areas of between 2 to 5 acres. The

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

applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the State Permit prior to issuance of a grading permit.

In California, the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for administering the NPDES Program on behalf of the U.S. Environmental Protection Agency. The SWRCB issues "general" NPDES permits for construction activities and for certain types of industrial and commercial operations. General Permits reduce amount of time and expense required for compliance with the NPDES provisions of the Clean Water Act. The RWQCB recently adopted the Standard Urban Storm Water Mitigation Plan (SUSMP), which took effect in October 2000.

The SUSMP requires that new developments and redevelopment projects employ a variety of general and land use specification measures to reduce the post-project discharge of pollutants from storm water conveyance systems to the "maximum extent practicable". In May 2000, the County of Los Angeles finalized its manual that details the requirements of the SUSMP projects that fall into any of the seven SUSMP development categories (including home subdivisions of between 10 to 99 housing units) are required to incorporate appropriate SUSMP requirements into project plans as part of the development plan approval process for building and grading permits.

The majority of the site will continue to be paved and covered with impervious surfaces that could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants in the absence of mitigation. These pollutants may enter the storm drain system during periods of rainfall. The proposed project's contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Given the developed character of the project site, there will not be a significant net increase in the amount of quality of storm water runoff. However, mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

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

The project site is not located within a designated flood hazard area as identified by Federal Emergency Management Agency (FEMA).[73] Future development will not impede or redirect the flows of potential floodwater, since the project site is not located within a flood hazard area, as defined by FEMA's Flood Insurance Rate Maps (FIRM).[74] Therefore, no impacts related to flood flows are associated with the proposed project's implementation.

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

As indicated previously, the city is not located within a designated 100-year flood hazard area as defined by FEMA.[75] As a result, the future development contemplated as part of the proposed project's

[73] Federal Emergency Management Agency. *Interim Maps for AR Zone.* 1998.

[74] Ibid.

[75] Ibid.

implementation will not impede or redirect the flows of potential floodwater, since it is not located within a flood hazard area. Therefore, no flood-related impacts anticipated with the proposed project's implementation.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? No Impact.

The City of San Fernando is not located within a designated flood hazard area as identified by the FEMA. There are three dams located in the vicinity of the city including Hansen Dam, Lopez Dam, and Los Angeles Reservoir Dam. The U. S. Army Corps of Engineers has prepared Emergency Plan maps indicating the potential inundation area for the Hansen and Lopez Dams. The potential inundation area for the Hansen Dam is located south of the dam, outside the city boundaries. The potential inundation area includes a small portion of the northeasterly corner of the city though the site is located outside the inundation area. The Los Angeles Reservoir Dam is located to the southwest of the city and the potential inundation area is located further south of the reservoir. Since the project site is located outside the potential inundation area of these reservoirs, no impacts are anticipated.

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

The City of San Fernando is located inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. No dams, reservoirs or volcanoes are located near the city that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area of the project site that would result in a potential seiche hazards.[76] As a result, no impacts related to seiche, tsunami, or mudflows will result from the implementation of the proposed project.

3.9.3 CUMULATIVE IMPACTS

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

3.9.4 MITIGATION MEASURES

As indicated previously, the site's hydrological characteristics will not substantially change due to the extent of the existing hardscape surfaces that occupy the site. Mitigation has been recommended as a means to comply with CWA and NPDES requirements.

Mitigation Measure 13 (Water Quality). Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

Mitigation Measure 14 (Water Quality). Prior to issuance of an Occupancy Permit, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

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

Mitigation Measure 15 (Water Quality). Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the occupancy permits.

3.10 LAND USE

3.10.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? No Impact.*

The proposed project site is located within an existing residential neighborhood that contains higher density residential development. Residential land uses line the street frontages of both Park Avenue and Jessie Street. Higher density multiple family developments are located along the project site's north and south sides. Recreation Park, a public park operated by the City of San Fernando Recreation and Community Services Department, is located opposite the project site on the east side of Park Avenue. The San Fernando Middle School is located to the west of the project site on the opposite side of Jessie Street.[77] A map indicating land uses and development in the area is provided in Exhibit 16.

The project site is currently occupied with an older, dilapidated apartment complex that is no longer in use. This existing complex consisted of five separate, multiple level structures with enclosed parking garages provided along the Park Avenue and Jessie Street frontages. The existing buildings provided a total of 27 rental units.[78] Photographs of the existing site where the development is proposed are provided in Exhibit 5 and 6 provided in Section 2. No existing roadways will be vacated and no new off-site roadways will be required to accommodate the proposed new facility. The location and extent of existing residential neighborhoods in the immediate vicinity will not be altered as part of the proposed project. The proposed residential development consisting of 62 residential dwelling units will not result in the division of an existing residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community.

[77] Blodgett/Baylosis Associates. This information was compiled during a site visit on June 15th, 2010.

[78] Ibid.

B. *Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? No Impact.*

The project site is zoned R-3, Multiple-family Residential as are the surrounding properties. The corresponding general plan land use designation is High Density Residential. A map indicating the zoning for the site and the surrounding area is provided in Exhibit 17. All five parcels comprising the project site are also located within the Redevelopment Project Area No. 3. The proposed project, as it is currently proposed, will require the approval of a number of variances from the zoning requirements. As part of the proposed project's implementation, the city will consider the following:

- According to the city's Zoning Code requirements (City Code Section 106-425), the maximum permitted density is one unit for every 1,013 square feet of land or 43 dwelling units per acre. As proposed, the project would result in 62 units within approximate 30,750 square foot lot that would translate into a density of one dwelling unit for every 496 square feet of land or 87 dwelling units per acre. As currently proposed, the project will exceed the maximum density allowed on an R-3 (Multiple Family) zone.

- The proposed project will require a variance from the applicable lot coverage requirements. The city's zoning requirements (Section 106-967(6)(b)) states that all development within the R-3 (Multiple Family) zone must not exceed a lot coverage of 40%. The proposed project would include a parking garage level with access from Park Avenue that covers approximately 30,000 square feet for a total lot coverage of approximately 97.6%. As currently proposed, the project will exceed the permitted lot coverage for similarly zoned R-3 (Multiple Family) lots.

- The building is designed with the highest architectural features off of Jessie Street and Park Avenue identified at 42 feet and 45 feet, respectively. Thus, the proposed development would comply with the maximum height of 45 feet for the tower feature along Park Avenue.

- The proposed project will require a variance from the required rear yard and side yard setback requirements. As proposed, the proposed building would have a 20-feet front yard setback along Jessie Street and a 2-feet rear yard setback along Park Avenue, and a 1- foot side yard setback.[79] Based on staff's initial assessment, the project will encroach into the required rear yard and side yard setbacks.

- According to the city's off-street parking requirements (City Code Section 106-822(a)(3a)), one-bedroom units require one and one-half covered off-street parking spaces for each dwelling unit. The proposed project as currently envisioned would need 93 parking spaces to comply with the Zoning Code requirements. In addition, the project will be required to provide 12 guest parking spaces on-site. The ADA also requires 2% of the required on-site parking spaces to be designated as handicap parking. The project will provide 64 on-site residential parking spaces, that include one on-site guest parking space, and two handicap parking spaces.

[79] Pursuant to the City's residential development standards for R-3 (Multiple Family) zoned property, the following setbacks are applicable to the property: front yard setback = 20 feet (City Code Section 106-696);side yard setbacks = 5 feet (City Code Section 106-697); and rear yard setback = 15 feet (City Code Section 106-697).

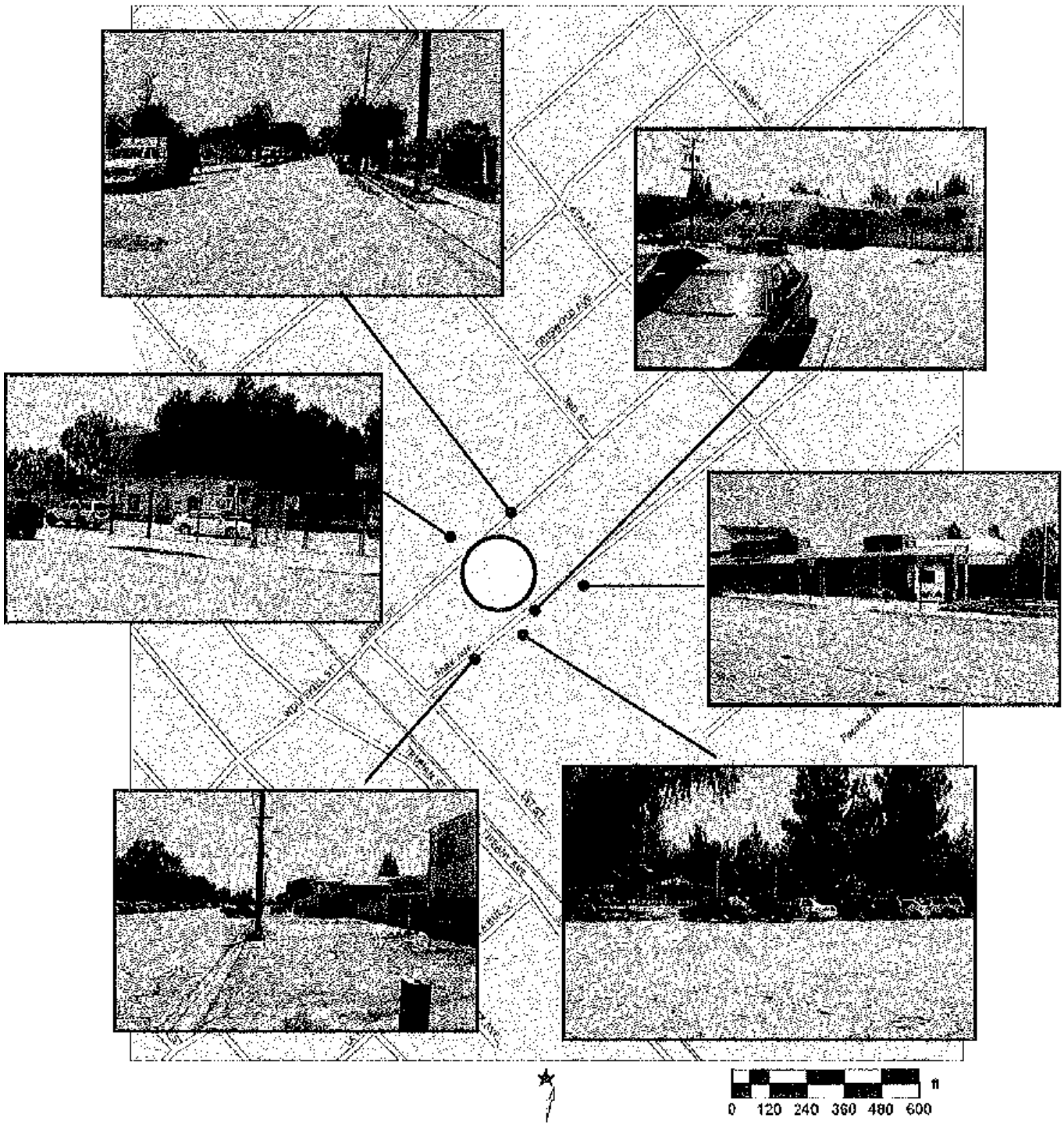

EXHIBIT 16
EXISTING LAND USES IN THE AREA

SOURCE: BLODGETT/BAYLOSIS ASSOCIATES.

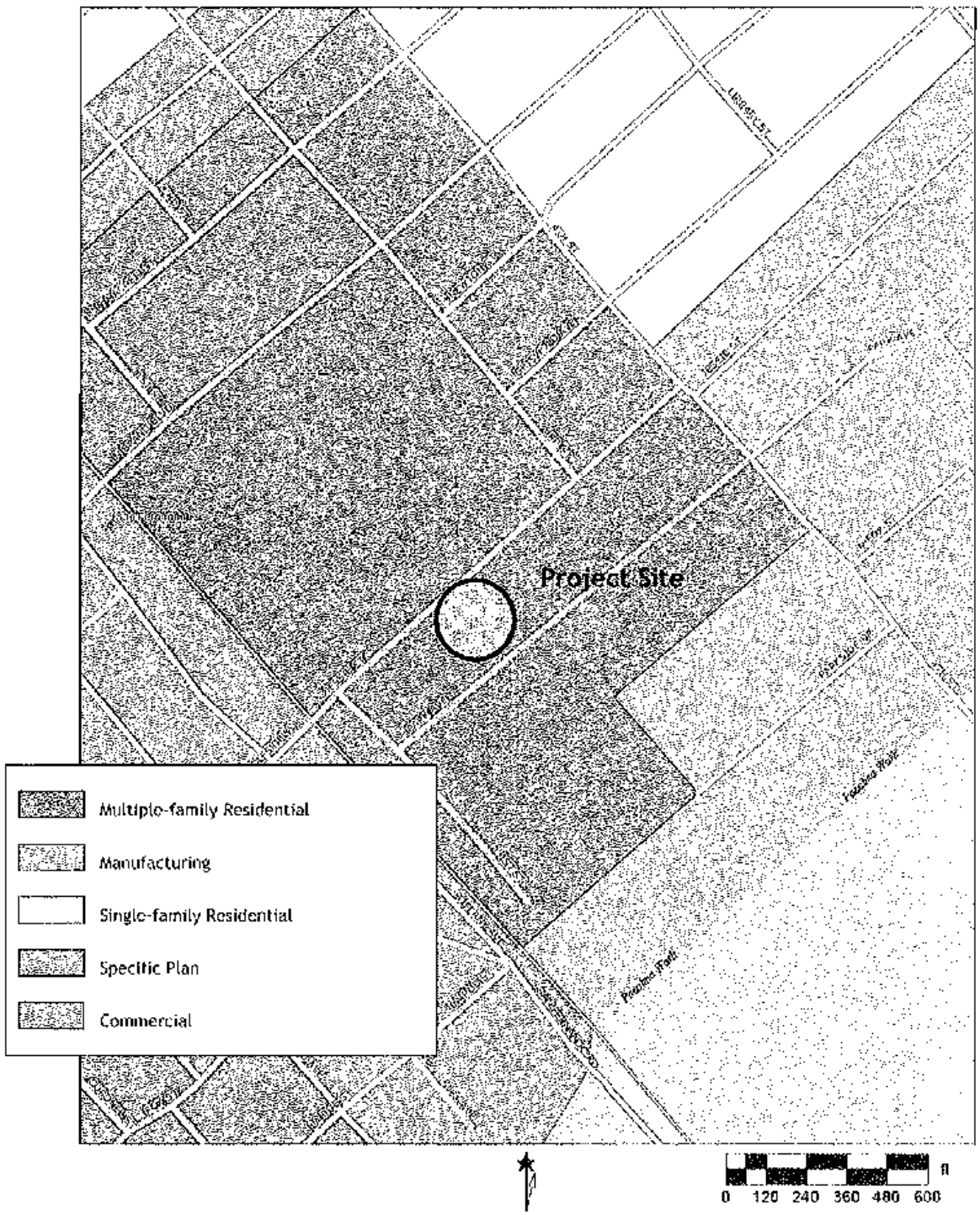

EXHIBIT 17
ZONING AND GENERAL PLAN DESIGNATIONS
SOURCE: CITY OF SAN FERNANDO

- As proposed the project would require the Planning and Preservation Commission's review and approval of a Variance application pursuant to Zoning Code Section 106-291 through Section 106-296 (Chapter 106, Division 7—Variances).

- The Final Site Plan Review Application approval issued by the Executive Director of the City of San Fernando Redevelopment Agency is issued subsequent to obtaining concurrence from the Planning and Preservation Commission.

As indicated above, the proposed project will require a number of zone variances as the development is currently planned. The multiple family residential use is consistent with both the city's general plan and Zoning designations that are applicable to the property. In addition, there are number of newer multiple family residential developments with similar development densities with that currently being proposed in the vicinity. The potential impacts associated with the granting of the aforementioned variances are discussed under aesthetics and parking impacts. Given the proposed project is consistent with the existing land uses in the area and the city's general plan in terms of use, the proposed project's implementation will bnot result in any significant adverse impacts.

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

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

3.10.3 CUMULATIVE IMPACTS

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

3.10.4 MITIGATION MEASURES

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

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

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

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

There are no oil wells located in the city or near the project site.[80] Furthermore, the project site is not located within a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

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

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

3.11.3 CUMULATIVE IMPACTS

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

3.11.4 MITIGATION MEASURES

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

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

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

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;

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[80] State of California Department of Conservation. *Regional Wildcat Map.* October 1991.

- The exposure of people to, or generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of 3 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels associated with common everyday activities are outlined in Exhibit 18.[81]

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Objects that block the line-of-sight from the noise source, attenuate the noise source if the receptor is located within the "shadow" of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to attenuate the noise. Additionally, a receptor located on the same side of the wall as the noise source may experience an increase in the perceived noise level as the wall can reflect noise back to the receptor thus compounding the noise.[82]

The current noise environment within the project area is dominated by traffic noise emanating from Truman Avenue and the other local streets. As part of the future multiple-family residential development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 dB Community Noise Equivalent Level or ("CNEL") or less. In addition, the proposed project will not result in a significant increase in mobile noise. The additional vehicle trips that will be

[81] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

[82] Ibid.

generated by the 62 units on a daily basis will be distributed throughout the city. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project's implementation will not result in any significant adverse noise impacts.

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

As part of future development of multiple-family residential development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 CNEL or less. The additional vehicle trips that will be generated by the 62 units on a daily basis will be distributed throughout the city. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project will not result in any significant adverse impacts.

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

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

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

The Federal Highway Administration (FHWA) has published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with the windows closed. Noise due to project construction would be intermittent and the intensity of the construction noise would vary. The degree of construction noise will also vary for different areas of the project area and depending on the construction activities. In addition, highway construction is accomplished in several different phases.

Exhibit 19 also characterized noise levels associated by various types of construction equipment. The noise levels depicted in Exhibit 19 indicate the average noise levels from a single piece of construction equipment at a distance of 50 feet.

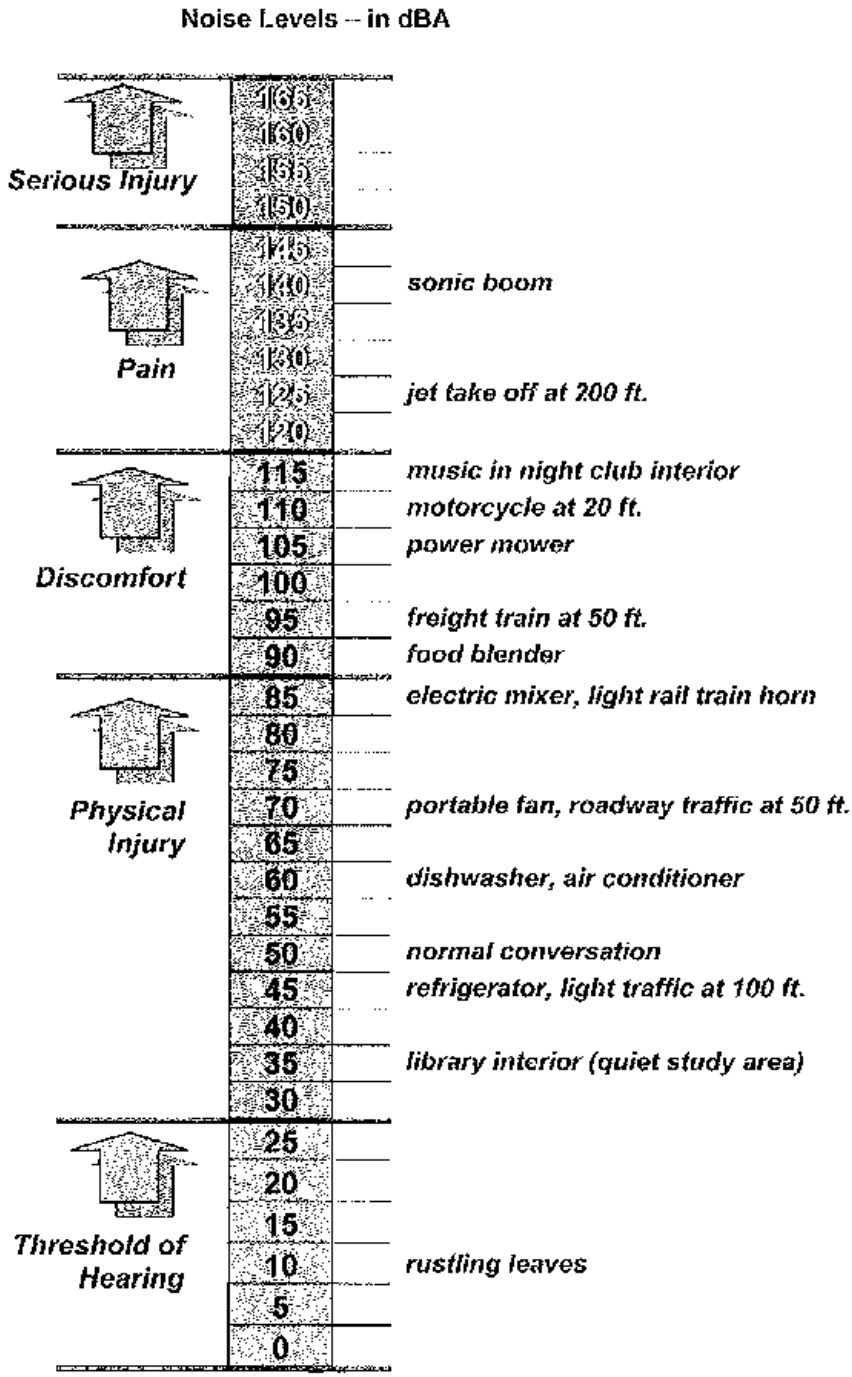

EXHIBIT 18
NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES

Source: Blodgett/Baylosis Associates

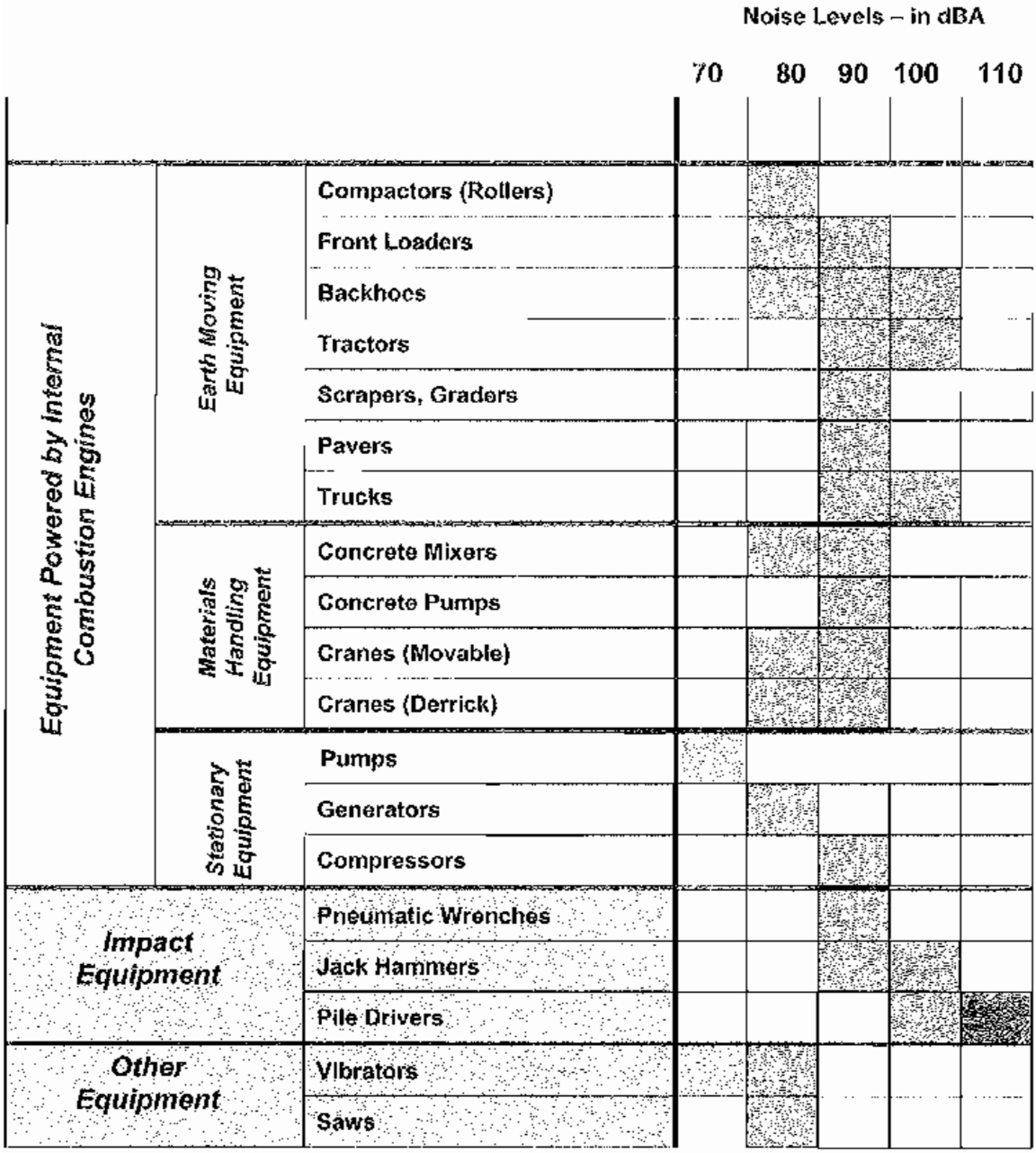

EXHIBIT 19
TYPICAL CONSTRUCTION NOISE LEVELS 50-FEET FROM THE NOISE SOURCE
Source: Blodgett/Baylosis Associates

Composite construction noise is best characterized by Bolt, Beranek, and Newman.[83] In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worse-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property line. These impacts will be short-term and cease once construction has been completed. All construction activities must conform to the city's Noise Control regulations.

The construction noise levels will also decline as you move away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Mitigation measures have been included in Section 3.12.4 as a means to reduce potentially significant short-term construction noise impacts. The impacts will be less than significant with adherence to the required mitigation.

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

The project site is located within two miles of an operational public airport. Whiteman Airport is located 1.9 miles to the southeast of the project site. This airport is a small general aviation airport that handles smaller private aircraft. The nearest major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). As a result, no significant adverse impacts related to the exposure of persons to aircraft noise from a public use airport are anticipated.

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

The city is not located within two miles of an operational private airport. Whiteman Airport is located 1.9 miles to the southeast of the project site and is a general aviation facility owned by Los Angeles County. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

[83] USEPA, Protective Noise Levels. 1971.

3.12.3 CUMULATIVE IMPACTS

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

3.12.4 MITIGATION MEASURES

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

Mitigation Measure 16 (Construction Noise Control). The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Mitigation Measure 17 (Construction Noise Control). Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

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

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

Mitigation Measure 18 (Construction Noise Control). The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

3.13 POPULATION & HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? No Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The variables that typically contribute to growth-inducing impacts, and the project's contribution to potential growth-inducing impacts, are identified in Table 8. The additional of 62 units would result in a potential population of 124 persons assuming an average household size of 2 persons per unit. As indicated in Section 2, all of the rental units will consist of a single-bedroom. The utility connections and other infrastructure will continue to serve the project site only. As a result, no significant adverse impacts are anticipated.

Table 8
Potential Growth-Inducing Impacts

Project's Potential Contribution	Basis for Determination
Factor Contributing to Growth Inducement. New development in an area presently underutilized and economic factors that may influence development.	
The proposed project will promote development of underutilized and blighted property.	The proposed project's implementation will provide additional affordable housing in the city.
Factor Contributing to Growth Inducement. Extension of roadways and other transportation facilities.	
The proposed project will not involve the extension of any existing roadways.	No new roadways will be constructed.
Factor Contributing to Growth Inducement. Extension of infrastructure and other improvements and major off-site public projects (treatment plants, etc).	
No off-site water, sewer, and other critical infrastructure improvements are anticipated as part of the proposed project's implementation.	The only infrastructure improvements will be designed to serve the proposed project.
Factor Contributing to Growth Inducement. Removal of housing requiring replacement housing elsewhere.	
The project involves the construction of 62 units with the majority consisting of affordable units.	The housing units that will be displaced are currently vacant.
Factor Contributing to Growth Inducement. Additional population growth leading to increased demand for goods and services.	
The proposed project provides for limited population growth.	Any additional short term employment is considered to be a beneficial impact.
Factor Contributing to Growth Inducement. Short-term growth inducing impacts related to the project's construction.	
Potential development will result in the creation of new construction employment.	Short-term increases in construction employment

Source: Blodgett/Baylosis Associates. 2010.

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

As proposed, the proposed project will provide a total of 62 rental units. The existing buildings that previously contained 27 rental units will be demolished to accommodate the proposed project. Under the current proposal, 41 of the 62 proposed rental units would be affordable to low income renters translating into 66% affordable dwelling units.[84] The affordable units would be reserved for those lower income households with annual incomes ranging from 60% to 80% of the County's median household income. The remaining 21 units (including the manager's unit) would be available to prospective renters at market rate rents. While the proposed project will involve the removal of 27 existing dilapidated, unoccupied rental units, the proposed project will involve the construction of 62 new rental units. As a result, no significant adverse impacts related to housing displacement will result from the proposed project's implementation.

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

As proposed, the project would provide a total of 62 rental units. The existing buildings that previously contained 27 rental units will be demolished to accommodate the proposed project. However, the existing 27 units are no longer occupied. As indicated previously, the proposed project will provide a total of 62 rental units. While the proposed project will involve the removal of 27 existing dilapidated, unoccupied rental units, the proposed project will involve the construction of 62 new rental units. As a result, no significant adverse impacts related to the displacement or persons will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential noise impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no significant adverse cumulative impacts related to population and housing will occur.

3.13.4 MITIGATION MEASURES

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

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

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

[84] City of San Fernando. [Project Description] Request for Proposal to Prepare a Mitigated Negative Declaration for Proposed Affordable Housing Project at 131 Park Avenue. San Fernando, CA.

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

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

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

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

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of San Fernando is served by the City of Los Angeles Fire Department that operates from 3 nearby fire stations. The stations are located in the neighboring communities of the City of Los Angeles. The existing stations that serve the city are identified in Table 9.

Table 9
First Response Fire Stations Serving the City of San Fernando

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

Source: City of Los Angeles Fire Department

The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, interior sprinklers, and etcetera. The proposed use containing 62-residential units will potentially result in an incremental increase in the demand for emergency services. As a result, the potential impacts are less than significant.

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

Law enforcement services in the city are provided by the San Fernando Police Department that was established following the city's incorporation. The Department operates from a facility located at 910 First Street in the Civic Center complex and its staffing currently consists of 37 sworn officers, 23 reserve personnel, and 34 civilian personnel. As part of the police department's annual review, demand shall be evaluated and resources allocated as necessary. The proposed use will potentially result in an incremental increase in the demand for law enforcement services. As a result, the potential impacts 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? Less than Significant Impact.*

Public educational services in or within close proximity of the city are provided by the Los Angeles Unified School District that operates a total of 9 schools that serve city residents including one high school, two middle schools 6 elementary schools and a continuation school. One middle school is located within the city's corporate limits. These existing schools have a combined enrollment of 12,061 students. The proposed project will consist of 62 units that would translate into a potential population of 124 persons assuming an average household size of 2 persons per unit. As indicated in Section 2, all of the rental units will consist of a single-bedroom. The one-bedroom configuration will limit the ability of the project to accommodate families with children. Furthermore, the proposed project will be required to pay any applicable school fee. As a result, the potential impacts of the proposed project on schools is less than significant.

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

The addition of 62 new housing units will translate into an incremental increase in the demand for other governmental services. This impact may be partially offset by the increase in the taxes and fees that will be collected. As a result, the potential impacts associated with the proposed project's adoption and subsequent implementation, are considered to be less than significant.

3.14.3 CUMULATIVE IMPACTS

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

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation, with respect to public services, is required.

3.15 RECREATION IMPACTS

3.15.1 THRESHOLDS OF SIGNIFICANCE

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

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of San Fernando Parks and Recreation Department operates 5 public parks. These include La Palmas Park (505 South Huntington Street), Layne Park (120 North Huntington Street), Recreation Park (208 Park Avenue), Pioneer Park (828 Harding Avenue), and Heritage Park (2025 Forth Street). The Department is also responsible for the maintenance and operation of the Lopez Adobe located at 1100 Pico Street. These existing parks have a total useable land area of approximately 34.13 acres. The current recreational open space ratio in the city is 0.9-acres per 1,000 residents. Recreation Park is located opposite the proposed project site on the east side of Park Avenue.[85]

The proposed project's 62 units will potentially result in a resident population of up to 124 persons assuming an average household size of 2 persons per unit. As indicated previously, the proposed project will also have a number of amenities including a community room (1,220 square feet), a spa (320 square feet), a fitness room (370 square feet), an event patio, and a small garden. A total of 12,926 square feet of open space will be provided (9,300 square feet of open space is required under the city's Code requirements). Of the total open space provided, 11,500 square feet will be common open space while the remaining 1,426 square feet of open space area will be provided by the unit balconies.[86] The potential resident population will lead to an incremental increase in the demand on existing recreation services. However, the proposed project will not result in any increased use of existing or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As a result, The potential impacts are less than significant.

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

[86] Metier Architecture and Design. Site Plan, Sheet A.2-1, 2010.

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

The proposed project's 62 units will potentially result in a resident population of up to 124 persons assuming an average household size of 2 persons per unit. The potential resident population will lead to an incremental increase in the demand on existing recreation services. This potential demand would not be significant enough to adversely affect existing facilities and services in the city. As a result, the proposed project's implementation will not result in any significant adverse impacts related to the need for new or expanded facilities.

3.15.3 CUMULATIVE IMPACTS

The analysis determined the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

3.15.4 MITIGATION MEASURES

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

3.16 TRANSPORTATION & CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

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

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;

- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that result in substantial safety risks;

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

- Results in inadequate emergency access; or,

- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)? No Impact.*

Table 10 indicates the trip generation for the existing use and the proposed project. The proposed project, at full occupancy is projected to generate 358 trips during an average week day. Of this total, 28 trips will occur during the morning peak hour (AM peak hour) and 33 trips will occur during the evening (PM peak hour). The net increase in daily trips will be 178 trip ends when discovering the existing use. These trips will be distributed throughout the city and the level of service of individual intersections will not be significantly affected. As indicated in the previous sections, the city is obligated under State law, to fulfill the RHNA requirements that have been assigned to the city. As part of the RHNA's development, SCAG relied on growth projections developed as part of the Regional Transportation Plan (RTP). These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP. Furthermore, the residential development envisioned as part of the proposed project's implementation is consistent with that contemplated under the City of San Fernando General Plan. As a result, impacts are less than significant.

B. *Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways? Less than Significant Impact.*

The City of San Fernando is located in the northeast section of the San Fernando Valley, and is surrounded by the City of Los Angeles. Other communities are located in the vicinity of San Fernando, and include Sylmar, Sun Valley, Mission Hills, and Pacoima.

Studies by the Institute of Transportation Engineers (ITE), Caltrans, SANDAG, and others have identified generalized factors that relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors that best match the type of developments contemplated. The quantity of floor area, number of employees, density of development, availability of public transportation, and regional location of a project all affect the traffic generation rate. While there are many different types of uses and many parameters upon which to estimate traffic (acreage, floor area square footage, employment, etc.) the most commonly used variable is the number of occupied dwelling units. In order to evaluate the quantity of traffic generated by the proposed project, ITE traffic generation factors from the 8th Edition of the Traffic Generation Manual (2008) were applied to the subject uses for the daily and the morning and evening peak periods. The trip rates assumed a given generation on a *per unit basis*.

Table 10 indicates the trip generation for the existing use and the proposed project. The proposed project, at full occupancy is projected to generate 358 trips during an average week day. Of this total, 28 trips will occur during the morning peak hour (AM peak hour) and 33 trips will occur during the evening (PM peak hour). The net increase in daily trips will be 178 trip ends when discovering the existing use. The aforementioned trip rates represent a maximum worst case. In addition, a "trip" represents a single trip to *or* from the destination. A single round trip represents two trip ends.

Table 10
Weekday Trip Generation (Trips/Day)

Project Component	Daily Trip Ends/Unit	Peak Hour Traffic Volumes	
		AM Peak Hour	PM Peak Hour
Existing Potential Weekday Trip Generation (27 Units)			
Generation Rates (27 market rate units)	6.65 trips/unit	0.51 trips/unit	0.62 trips/unit
Traffic Generation	180 trips/day	14 trips/day	17 trips/day
Future Potential Weekday Trip Generation (62 Units total)			
Generation Rates (market rate)	6.65 trips/unit	0.51 trips/unit	0.62 trips/unit
Generation Rates (affordable)	5.32 trips/unit	0.41 trips/unit	0.50 trips/unit
Traffic Generation(21 market rate units)	140 trips/day	11 trips/day	13 trips/day
Traffic Generation (41 market rate units)	218 trips/day	17 trips/day	20 trips/day
Total Future Traffic Generation	358 trips/day	28 trips/day	33 trips/day
Net Change	178 trips/day	14 trips/day	16 trips/day

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

Access to the proposed project will be provided by a single driveway connection from Park Avenue. This new driveway will connect to the first level (ground level) parking area. The new driveway serves as both ingress and egress to the ground level parking. The parking layout is shown in the lower portion of Exhibit 7 provided herein in Section 2.

The proposed project will provide 64 parking spaces for residents in the ground level parking area. Of the 64 resident parking spaces, 2 spaces will be reserved for ADA accessible parking while the remainder (62 spaces) will be devoted to standard stalls. The project also assumes the development of an additional 6 public parking spaces on Jessie Street and 5 public parking spaces on Park Avenue as parking spaces that would be potentially available to guests. The parking envisioned for the proposed project is summarized in Table 11.

Table 11
Project's Parking Characteristics

Parking	No. of Spaces
Resident Parking	
Resident Parking (Standard)[1]	62 spaces
Resident Parking (ADA)[1]	2 spaces
Total Resident Parking[1]	64 spaces
Guest Parking	
Guest Parking (offsite)[2]	11 spaces
Enclosed Guest Parking[1]	1 space
Total Guest Parking	12 spaces

1. Parking is provided in the ground level enclosed parking area.
2. Parking is provided on-street.

Source: Metier Architecture and Design. Site Plan

The city's zoning (Code Section 106-822(a)(3a)) requires that one-bedroom units provide one and one-half covered parking off-street parking spaces for each dwelling unit. The proposed project involves the development of 62 one-bedroom dwelling units and the number of proposed apartment units would result in an off-street parking requirement of 93 parking spaces.[88] In addition, the project is required to maintain 12 guest parking spaces on-site. The ADA also requires 2% of the required on-site parking spaces to be designated as handicap parking. The project will provide 64 on-site residential parking spaces, that include one on-site guest parking space, and two handicap parking spaces within the project site boundaries. The project also assumes the development of an additional 6 public parking spaces on Jessie Street and 5 public parking spaces on Park Avenue as parking spaces that would be potentially available to guests. The applicant is requesting a variance from these parking requirements. The project also assumes the additional 11 guest parking spaces could be accommodated by the existing and proposed on-street public parking along Jessie Street and Park Avenue. The proposed project will consist of 41 affordable units and 21 market rate units. All of the residential units will consist of one bedroom apartments. The potential parking demand for these units will likely be met by the parking that is envisioned for the project. As a result, the potential parking impacts will be less than significant.

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

The proposed 62 unit residential development will not result in traffic air traffic patterns. As a result, no significant averse impacts will result.

[88] Ibid. Section 106-822 of the Zoning Code indicates applicable off-street parking requirements.

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

The proposed project will not involve any alterations to the existing roadway configurations of Jessie Street or Park Avenue. As a result, no impacts on the design or operation of the existing or planned right-of-way facilities will occur.

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

At no time will Jessie Street or Park Avenue be closed to traffic during the construction phases. Subsequent to obtaining development entitlements from the Planning and Preservation Commission and the Redevelopment Agency, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department. The construction plan will be required to identify the location of all on-site utility facilities as well as trash containers, construction vehicle parking areas and the staging area for debris removal and the delivery of building materials. Construction hours will also be required to comply with the current San Fernando Municipal Code Standards. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the adjacent park and the surrounding residential neighborhood. All of the construction activities and staging areas will be located on-site. As a result, the proposed project's implementation will not result in any significant adverse impacts.

F. *Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? No Impact.*

There are bus stops located in the vicinity of the project site. These existing bus stops will not be removed as part of the proposed development. Future development contemplated as part of the proposed project's implementation will not impact existing crosswalks located in Jessie Street or Park Avenue. As a result, the proposed project's implementation will not result in any significant adverse impacts.

3.16.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will result in an incremental increase in city wide traffic. However, the residential units address an existing need contemplated in the SCAG's RTP. As a result, no accumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

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

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

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

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? No Impact.*

The potential 62 units contemplated under the proposed project will result in increased water consumption. Approximately 15,500 gallons of water per day will be consumed by this additional residential development. This consumption assumes a rate of 250 gallons per day, per unit. As indicated in the previous sections, the city is obligated under State law, to fulfill the RHNA requirements that have been assigned to the city. These RHNA growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP. As a result, no significant adverse impacts are anticipated.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? No Impact.

The County Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of San Fernando. Local sewer lines are maintained by the City of San Fernando, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. Districts Nos. 2, 3, 18 and 19 serve the city. Three Districts' wastewater treatment plants treat wastewater flow originating from San Fernando. The Los Coyotes Water Reclamation Plan (WRP) located within the city, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The future residential development contemplated under the proposed project (62 unit) is anticipated to generate approximately 11,160 gallons of effluent daily. This effluent generation assumes a rate of 180 gallons per day, per unit. No new off-site facilities will be required to meet the projected demand. As a result, no significant adverse impacts are anticipated.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? No Impact.

The City of San Fernando is served by the Los Angeles County Flood Control District (LACFCD), which operates and maintains regional and municipal storm drainage facilities. The city works with the (LACFCD) in making local drainage plans and improvements. The amount of impervious surfaces will not substantially change following development. The projected storm water runoff is not anticipated to significantly increase with future residential development. As a result, no significant adverse impacts are anticipated.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? No Impact.

The potential 62 units contemplated under the proposed project will result in increased water consumption. Approximately 15,500 gallons of water per day will be consumed by this additional residential development. As indicated in the previous sections, the city is obligated under State law, to fulfill the RHNA requirements that have been assigned to the city. As part of the RHNA's development, SCAG relied on growth projections developed as part of the RTP. These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP. Furthermore, the residential use envisioned as part of the proposed project's implementation is consistent with that contemplated under the City of San Fernando General Plan. As a result, no significant adverse impacts on water supplies or services are anticipated.

E. Would the project result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? No Impact.

Water in the project area is supplied by the City of San Fernando Water Department. The County Sanitation Districts of Los Angeles County ("Districts") treat wastewater from the City of San Fernando. The additional 62 units are projected to consume 15,500 gallons of water and generate 11,160 gallons of effluent on a daily basis. Given the projected demand and the existing remaining treatment capacity, the treatment demand may be met by the service providers. The majority of the potential residential uses will occupy parcels currently in used by commercial and industrial uses that are significant utility consumers. As a result, no significant adverse impacts on existing wastewater treatment infrastructure will result from the proposed improvements.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? No Impact.

The additional 62 residential units possible under the proposed project's implementation are projected to generate 248 pounds of solid waste on a daily basis. The potential net increase in solid waste generation will be further reduced when taking into account the existing 27 units that will be removed to accommodate the proposed project. As a result, no significant adverse impacts are identified.

G. Would the project comply with federal, state, and local statutes and regulations related to solid waste? No Impact.

Future residential development, like all other development in the city, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no adverse waste impact on regulations pertaining to solid waste generation will result from the proposed project's implementation.

H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? No Impact.

The Southern California Edison Company ("SCE") and Sempra Energy provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project. Both utilities currently serve the planning area. Thus, no significant adverse impacts on power and natural gas services will result from the implementation of the proposed project.

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

Future residential development will require continued telephone service from various local and long-distance providers. The existing telephone lines on Park Avenue will continue to be utilized to provide service to the proposed project. Thus, no impacts on communication systems are anticipated.

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impact on local utilities. The ability of the existing sewer and water lines to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.17.4 MITIGATION MEASURES

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

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitant upon which any wildlife depends.

SECTION 4
CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measure. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The proposed project *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of San Fernando can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,

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

4.2 MITIGATION MEASURES

This section outlines the mitigation measures that are required as part of the proposed project's implementation. The implementation of the required mitigation measures will be enforced and monitored by the City of San Fernando Community Development Department. The following mitigation measures will reduce the proposed project's light and glare impacts to levels that are less than significant:

Mitigation Measure 1 (Aesthetic Impacts). The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106.834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to design review by the Planning Commission. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

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

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

Mitigation Measure 3 (Construction Emissions). All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Mitigation Measure 4 (Construction Emissions). The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure 5 (Construction Emissions). All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

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

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

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

Mitigation Measure 9 (Construction Emissions). Trucks and other construction equipment shall be shut off when not in use.

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

Mitigation Measure 10 (Hazardous Materials). Prior to any demolition, a survey will be conducted to ascertain the presence of any asbestos-containing materials (ACMs) within existing structures. If ACMs are detected, all asbestos removal and disposal must be undertaken in accordance with applicable Federal and State regulations and SCAQMD Rule 1403.

Mitigation Measure 11 (Hazardous Materials). Should hazardous materials be encountered during the building demolition, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Mitigation Measure 12 (Hazardous Materials). The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during construction activities.

As indicated previously, the site's hydrological characteristics will not substantially change due to the extent of the existing hardscape surfaces that occupy the site. The following mitigation is required as a means to comply with CWA and NPDES requirements.

Mitigation Measure 13 (Water Quality). Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

Mitigation Measure 14 (Water Quality). Prior to issuance of an Occupancy Permit, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

Mitigation Measure 15 (Water Quality). Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the occupancy permits.

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

Mitigation Measure 16 (Construction Noise Control). The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Mitigation Measure 17 (Construction Noise Control). Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

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

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

Mitigation Measure 18 (Construction Noise Control). The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

SECTION 5
REFERENCES

5.1 PREPARES

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

Marc Blodgett, Project Manager

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