



# Climate Action and Resilience Plan and General Plan Update

## Common Sense Exemption Report

*prepared by*

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**March 3, 2026**

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# CEQA Exemption Summary

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This report provides analysis to support the determination by the City of San Fernando (the CEQA lead agency, referred to as “City” or “San Fernando”) that the proposed Climate Action Resilience Plan (CARP) and General Plan Update, specifically updates to the Open Space, Conservation, Parks and Recreation Element and Mobility Element (collectively referred to as “the proposed plans”) are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) (“general rule” or “common sense”) and of Title 14, Article 18, 15062 of the California Code of Regulations (statutory).

The analysis establishes that the proposed plans qualify for the general rule or common sense exemption, because it can be determined with certainty that they have no potential to cause a significant environmental effect. Accordingly, they are not subject to CEQA. Although the City concludes that the proposed plans are exempt under the common sense exemption, not a categorical exemption, for information purposes the following evaluation also discusses whether the proposed plans meet any of the criteria for exceptions to categorical exemptions.

## Project Background

San Fernando is undertaking the development of the CARP as well as updates to the General Plan Open Space, Conservation, Parks, and Recreation Element and Mobility Element (an update to the current General Plan Circulation Element) to ensure these policy documents align with current community priorities, current and projected environmental conditions, and latest State planning requirements. Together, these proposed plans would provide a comprehensive framework for reducing greenhouse gas emissions, enhancing climate resilience, and preserving San Fernando’s natural, recreational, and mobility resources. The proposed plans would serve as a roadmap for advancing communitywide sustainability, equity, and quality of life for residents of San Fernando.

The proposed CARP includes a comprehensive framework of goals, policies, and actions to reduce greenhouse gas (GHG) emissions, strengthen climate resilience, and advance environmental equity. The CARP represents climate action planning via GHG emissions reduction strategies as well as climate adaptation planning in safeguarding public health, enhancing neighborhood resilience, and promoting equitable access to resources and opportunities. The CARP identifies existing conditions, determines GHG emissions and climate vulnerabilities, and sets measures and actions for climate mitigation and adaptation across interconnected systems, buildings, mobility, urban ecosystems, and governance. In total, the CARP outlines 14 measures supported by 109 specific actions.

The proposed Open Space, Conservation, Parks and Recreation Element Update defines San Fernando’s long-term vision for protecting natural resources, expanding park access, and enriching recreational opportunities. This update provides new open space and recreational goals and policies aligned with evolving community needs, demographic trends, and the growing role of open space in promoting climate resilience, public health, and social equity. It emphasizes habitat conservation, urban greening, and cultural resource preservation while ensuring that parks and recreation facilities remain accessible, inclusive, and connected for all residents. In total, the proposed Open Space, Conservation, Parks and Recreation Element Update outlines 10 goals supported by 53 specific policies.

The proposed Mobility Element Update addresses the planning, design, and management of San Fernando’s transportation network, including streets, transit, active transportation, and goods

movement. This update enables the City to incorporate best practices in multimodal mobility, respond to emerging climate change-related challenges such as extreme heat, and integrate recent State legislation, including Senate Bill (SB) 743 related to vehicle miles traveled and SB 932 related to Safe Streets for All, into its planning framework. The update provides new transportation goals and policies with climate resilience goals, equity priorities, and regional transit investments, ensuring a connected, sustainable, and safe mobility system for all users. In total, the proposed Mobility Element Update outlines seven goals supported by 34 specific policies.

Together, these proposed plans reflect extensive community input and rigorous technical analysis, providing San Fernando with clear guidance via goals, policies, actions, and programs that advance sustainability, resilience, and equity while ensuring a connected, healthy, and vibrant future for all residents.

## Exemption Analysis

In order to determine if the proposed plans are exempt, potential CEQA exemptions were reviewed that may apply. The following analysis reviews whether the proposed plans can be considered exempt from CEQA.

### Categorical Exemption

Pursuant to CEQA Guidelines Section 15354, “Categorical Exemption” means an exemption from CEQA for a class of projects based on a finding by the Secretary for Resources that the class of projects does not have a significant effect on the environment.

CEQA Guidelines Sections 15300.2(a) through (f) list specific exceptions for which a Categorical Exemption may not be used. These exceptions are as follows:

- a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where a plan or project is to be located—a plan or project that would ordinarily be insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the plan or project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, State, or local agencies.

The proposed plans involve the adoption of policy documents to create an integrated framework that advances climate action, sustainable transportation, and the protection of natural, recreational, and cultural resources within the City of San Fernando. These policy documents do not in and of themselves propose projects or development. Any future projects promoted by the CARP, Open Space, Conservation, Parks and Recreation Element Update, and Mobility Element Update would be subject to State and local regulations regarding environmental resources and project-specific development review to enforce compliance with development standards and conditions of approval, which may include environmental review. As such, the proposed plans do not identify individual development sites and, therefore, would not impact an environmental resource of hazardous or critical concern. The proposed plans do not trigger this exception.

- b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed plans involve the adoption of policy documents to create an integrated framework that advances climate action, sustainable transportation, and the protection of

natural, recreational, and cultural resources within the City of San Fernando. These policy documents do not in and of themselves propose development. While other climate action plans, open space, conservation, parks and recreation and mobility element updates are also occurring in the region, each climate action plan and general plan element applies to a specific jurisdiction and does not overlap geographically. Because the proposed plans do not involve or approve physical development, the proposed plans would not result in impacts that are cumulatively considerable. In addition, through the City's development review process, future CARP, Open Space, Conservation, Parks and Recreation Element Update, and Mobility Element Update related projects would be evaluated for potential cumulative impacts and for consistency with all applicable policies of the City's General Plan, Zoning Ordinance, and other federal, State, or local requirements that may apply to a future development or infrastructure project. Through this development review process, potential cumulative impacts to various natural and human-made resources would be evaluated. Therefore, implementation of the proposed plans would not contribute to significant cumulative impacts, and the proposed plans do not trigger this exception.

- c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

Due to the absence of unusual circumstances related to the plan area, the proposed plans would not have a reasonable possibility for a significant effect on the environment due to unusual circumstances and this exception does not apply.

- d. **Scenic Highways.** A categorical exemption shall not be used for a plan or project that may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified EIR.

According to the California Department of Transportation, there are no State-designated scenic highway sections within or near San Fernando.<sup>1</sup> The nearest designated Scenic Highways are State Route (SR) 27 and SR 2 located approximately 16 miles southwest and 14 miles east, respectively. San Fernando is not visible from these highways due to the distance and intervening development between the City and the highways. The closest eligible scenic highway is Interstate 210 located directly northeast of San Fernando. The proposed plans do not trigger this exception.

- e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a plan or project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The proposed plans involve the adoption of policy documents to create an integrated framework that advances climate action, sustainable transportation, and the protection of natural, recreational, and cultural resources within the City of San Fernando. These policy documents do not in and of themselves propose development. Because specific projects are not proposed at this time, the City cannot assess the specific impacts of development on sites included on any list compiled pursuant to Section 65962.5 of the Government Code. Future CARP, Open Space, Conservation, Parks and Recreation Element Update, and Mobility Element Update related projects would be subject to State and local regulations regarding the treatment

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<sup>1</sup> California Department of Transportation. 2025. California State Scenic Highway System Map. Available: <https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774>. Accessed November 2025.

of hazardous materials and project-specific development review to enforce compliance with development standards and conditions of approval, which may include environmental review. The proposed plans do not trigger this exception.

- f. **Historical Resources.** A categorical exemption shall not be used for a plan or project that may cause a substantial adverse change in the significance of a historical resource.

The proposed plans involve the adoption of policy documents to create an integrated framework that advances climate action, sustainable transportation, and the protection of natural, recreational, and cultural resources within the City of San Fernando. These policy documents do not in and of themselves propose development. Because specific projects are not proposed at this time, the City cannot assess the specific impacts of development or infrastructure on historical resources. Future CARP, Open Space, Conservation, Parks and Recreation Element Update, and Mobility Element Update related projects would be subject to the State and local regulations regarding the treatment of historical resources, and project-specific development review to enforce compliance with development standards and conditions of approval, which may include environmental review. The proposed plans do not trigger this exception.

### **Common Sense Exemption**

Pursuant to CEQA Guidelines Section 15061(b)(3), also known as the “general rule” or “common sense” exemption, CEQA exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment. CEQA Guidelines Section 15061(b)(3) states that “A project is exempt from CEQA if...[t]he activity is covered by common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”

Whether a particular activity qualifies for the common sense exemption is a question of fact that is supported by substantial evidence submitted in connection with the project (*CREED-21 v. City of San Diego* (2015) 234 Cal.App.4th 488, 510). The analysis must identify reasonably foreseeable physical changes and consider any environmental impacts that may result from those changes (*Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273, 291; *Muzzy Ranch Co. v. Solano County Airport Land Use Com.* (2007) 41 Cal.4th 372, 386).

The proposed plans involve the adoption of policy documents to create an integrated framework that advances climate action, sustainable transportation, and the protection of natural, recreational, and cultural resources within the City of San Fernando. The policy documents in and of themselves do not include any proposed projects or development. The proposed plans do not propose or approve any physical development and would not result in changes to the physical environment, nor would they result in potential environmental impacts. Furthermore, to provide adequate factual support for the common sense exemption, an Initial Study has been completed analyzing each area of potential CEQA Guidelines Appendix G impact. The Initial Study determined that there would be no significant environmental impacts that would result from implementation of the proposed plans. As such, as shown below under *Initial Study*, the proposed plans meet the criteria for the common sense exemption as identified above.

## Determination

Based on this analysis, the proposed plans meet the criteria for a common sense exemption pursuant to CEQA Guidelines Section 15061(b)(3). Furthermore, exceptions to the applicability of a categorical exemption, as specified in CEQA Guidelines Section 15300.2(a) through (f), do not apply to the proposed plans. Therefore, the City concludes that proposed plans are exempt from CEQA pursuant to the common sense exemption under CEQA Guidelines Section 15061(b)(3).

# Initial Study

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## 1. Plans Title

San Fernando Climate Action and Resilience Plan (CARP) and General Plan (Open Space, Conservation, Parks and Recreation Element and Mobility Element) Update (collectively referred to as the proposed plans)

## 2. Lead Agency Name and Contact

City of San Fernando  
Community Development Department  
117 Macneil Street  
San Fernando, California 91340  
Contact: Ronald Garica, Acting Community Development Director

## 3. Plans Location and Physical Setting

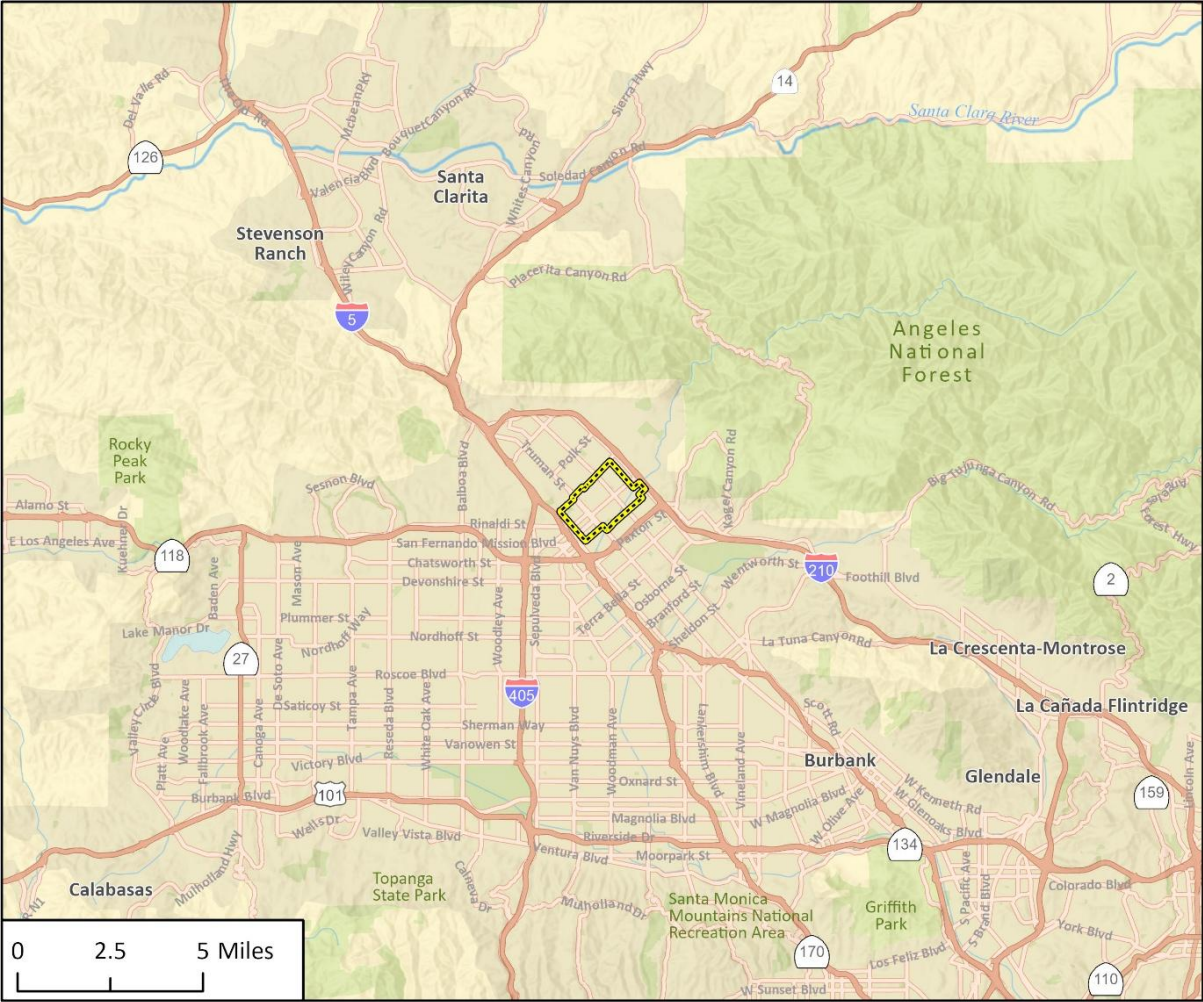
The proposed plans would apply to all areas within the City of San Fernando limits. Figure 1 shows the regional location and Figure 2 shows the proposed plans location.

### **Regional Location and Setting**

San Fernando is located in the northern portion of the San Fernando Valley within Los Angeles County. Covering approximately 2.4 square miles, the City is surrounded by the City of Los Angeles and is located near major regional destinations. San Fernando is bounded by Interstate 210 to the northeast, Interstate 5 to the southwest, and SR 118 to the southeast, providing regional connectivity despite the absence of freeway interchanges within City limits.

Local vehicular access is primarily provided by major arterials such as Truman Street, Maclay Avenue, and San Fernando Road, which forms the City's circulation network and links neighborhoods including Downtown and commercial corridors. The City's compact street grid and proximity to regional transit, including the Sylmar/San Fernando Metrolink Station and multiple LA Metro bus routes such as Routes 92, 224, 230, 234, 236, 294, Express Route 761, and the LA DASH Sylmar create opportunities to enhance multimodal mobility and reduce reliance on single-occupancy vehicles. San Fernando's location at the base of the San Gabriel Mountains also places it near important ecological resources, including the Pacoima Wash, which provides flood control, habitat value, and recreational opportunities.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2025.

22-12412 EPS

Fig 1 Regional Location

★ Plans Location

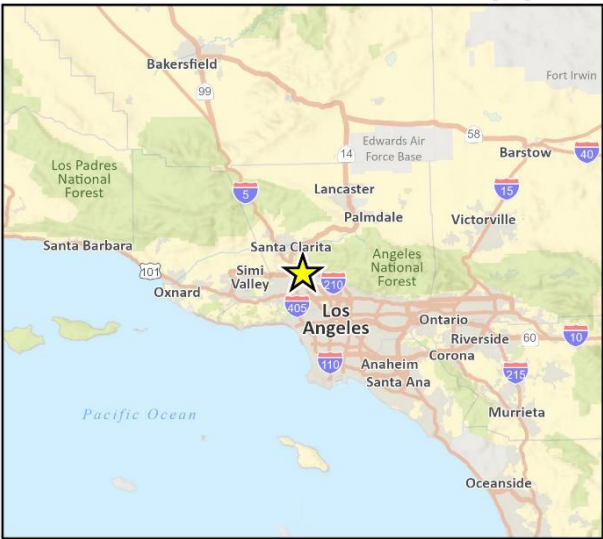
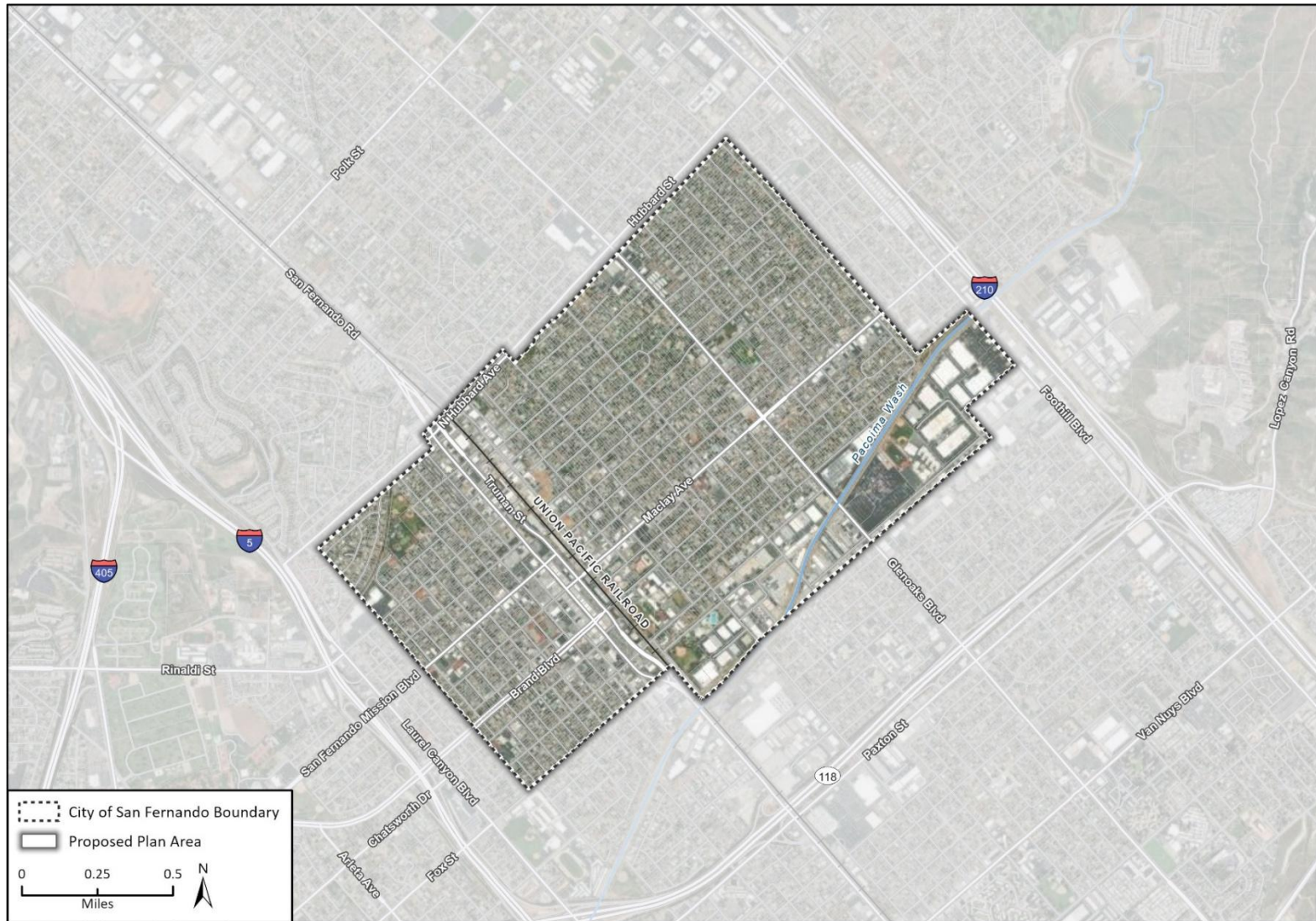


Figure 2 Proposed Plans Location



Imagery provided by Esri and its licensors © 2025.  
Additional data provided by LA County, 2024; NHD, 2024.

22-12412 EPS  
Fig 2 Proposed Plan Area

## Local Setting

As of January 2025, San Fernando has a population of approximately 23,692 according to the California Department of Finance.<sup>2</sup> Residential land uses make up the largest share of developed land, with a mix of single-family homes and multifamily housing arranged along a traditional street grid. Commercial and civic uses are concentrated in the Downtown core and along major corridors such as Truman Street, Maclay Avenue, and San Fernando Road, which also serve as key connectors to surrounding communities. San Fernando offers seven public parks, linear greenways like the Pacoima Wash, and community recreation facilities. Together, these areas encompass approximately 32.16 acres of parks and recreation facilities within the City.<sup>3</sup> The Pacoima Wash also functions as a critical flood-control corridor and ecological resource, supporting habitat restoration and connectivity goals.

San Fernando lies at the base of the San Gabriel Mountains and has an elevation range of 961 to 1,188 feet above mean sea level. San Fernando has a warm Mediterranean climate characterized by hot, dry summers and mild winters. Average summer highs often exceed 90°F, and extreme heat events are becoming more frequent, increasing the importance of shaded streets, tree canopy expansion, and climate-resilient park design. Annual precipitation is modest and concentrated in winter months. These conditions, combined with the City's dense urban form and limited open space, shape its approach to mobility, conservation, and climate resilience planning.

## 4. General Plan Designation and Zoning

The proposed plans would be implemented throughout San Fernando and would occur in all City General Plan designations and zoning designations. The proposed plans would not alter any existing General Plan Land Use or Zoning designations.

## 5. Project Description

### CARP

San Fernando faces challenges related to extreme heat, drought, stormwater flooding, and poor air quality. The CARP responds to these risks by integrating climate considerations into land use, transportation, and infrastructure planning, while preserving the City's historic character and cultural identity. The CARP provides a comprehensive framework of goals, policies, and actions to reduce GHG emissions, strengthen climate resilience, and advance environmental equity. The CARP establishes targets to reduce GHG emissions to 96,030 MT CO<sub>2</sub>e by 2030 (Senate Bill [SB] 32 target year) and achieve carbon neutrality by 2045 (Assembly Bill [AB] 1249 target year), aligning with State of California 2030 and 2045 goals. The CARP identifies existing conditions, determines climate vulnerabilities, and sets strategies for mitigation and adaptation across interconnected systems, buildings, mobility, urban ecosystems, and governance. The CARP will also address the role of climate action in safeguarding public health, enhancing neighborhood resilience, and promoting equitable access to resources and opportunities.

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<sup>2</sup> California Department of Finance. 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025. Available: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>. Accessed November 2025.

<sup>3</sup> San Fernando, City of. 2025. Draft Mobility Element Update.

San Fernando’s GHG reduction targets were developed relative to the 2021 Community GHG emissions inventory by back-casting to 1990 using Statewide trends. The 2021 Community GHG Inventory leverages the latest available models and best available data in accordance with the International Council for Local Environmental Initiatives U.S. Community Protocol for Accounting and Reporting of GHG Emissions. In 2021, San Fernando’s total GHG emissions were estimated to be 138,990 MT of CO<sub>2</sub>e. GHG emissions in the inventory are categorized based on emissions sector. These sectors include energy, transportation, waste, water, and wastewater that San Fernando has planning and approval control over. Table 1 provides the summary of San Fernando’s 2021 GHG emissions by sector, as well as each sector’s percentage of communitywide emissions. On-road transportation (50 percent) and building energy (38 percent) accounted for the first and second largest amount of GHG emissions in San Fernando in 2021. Solid waste accounted for 8 percent of total emissions, while off-road equipment and wastewater accounted for 3 percent and 0.5 percent, respectively.

**Table 1 2021 Community GHG Emissions Inventory**

| GHG Emissions Sector | Total GHG Emissions (MT CO <sub>2</sub> e) | Percentage of Overall GHG Emissions (MT CO <sub>2</sub> e) |
|----------------------|--------------------------------------------|------------------------------------------------------------|
| Energy               | 53,017                                     | 38.14%                                                     |
| Transportation       | 73,460                                     | 52.85%                                                     |
| Solid Waste          | 11,749                                     | 8.45%                                                      |
| Water                | 0                                          | 0.00%                                                      |
| Wastewater           | 903                                        | 2.00%                                                      |
| <b>Total:</b>        | <b>138,990</b>                             | <b>100.00%</b>                                             |

Source: City of San Fernando. 2025. San Fernando Draft CARP, Appendix D GHG Inventory Analysis Report

The CARP includes GHG emissions forecasts to help the City understand future emissions trends and plan reduction strategies. Two types of forecasts are used: Business-As-Usual (BAU), which assumes no additional local or State actions beyond existing policies, and Adjusted Business-As-Usual (ABAU), which accounts for State and federal GHG reduction legislation. Table 2 demonstrates a summary of the BAU and ABAU forecast results through 2045. With GHG emission reduction targets in place, the reduction gap that the City will be responsible for through local action can be calculated. The City’s GHG emissions reduction gap is based on the difference between the adjusted forecast and the established GHG emission reduction targets. Table 2 also provides a summary of the GHG emission reduction targets and the reduction gap. Figure 3 provides a visual representation of the GHG emissions forecasts and the remaining gap that the City would be responsible for in order to meet the GHG emission reduction goals set by the State.

**Table 2 GHG Emissions Forecasts, Targets, and Gap Analysis**

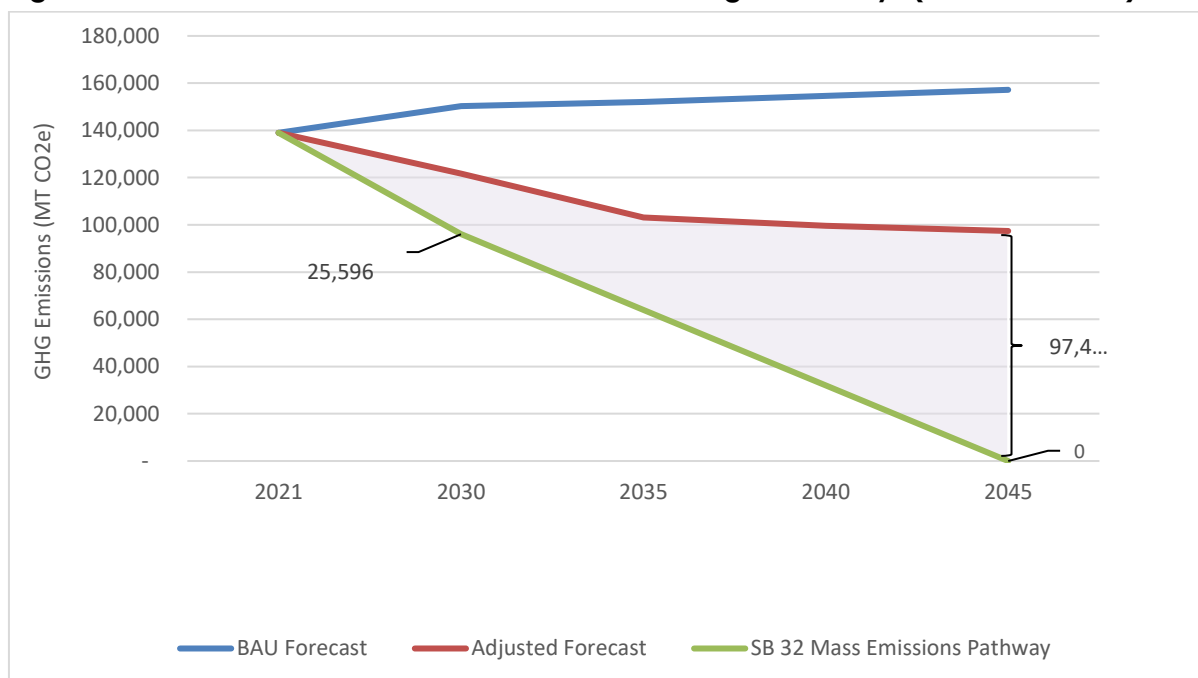
| Emissions Forecast or Pathway                                      | 2021    | 2030    | 2035    | 2040    | 2045    |
|--------------------------------------------------------------------|---------|---------|---------|---------|---------|
| <b>Mass Emissions Target Pathway Scenario (MT CO<sub>2</sub>e)</b> |         |         |         |         |         |
| BAU Forecast                                                       | 138,990 | 150,226 | 151,991 | 154,601 | 157,181 |
| Adjusted Forecast                                                  | 138,990 | 121,627 | 103,139 | 99,653  | 97,400  |
| SB 32/AB 1279 Mass Emissions Target Pathway <sup>1</sup>           | 138,990 | 96,030  | 64,020  | 32,010  | 0       |
| Remaining Emissions Gap                                            | 0       | 25,596  | 39,119  | 67,643  | 97,400  |

Notes: MT CO<sub>2</sub>e = Metric tons of carbon dioxide equivalent

Emissions have been rounded to the nearest whole number and therefore sums may not match.

1. The target pathway is calculated by reducing 1990 mass emissions by 40% in 2030 and to 0 in 2045. This provisional target pathway is consistent with both SB 32 and a trajectory set forth to achieve AB 1279.

Source: San Fernando CARP Appendix D GHG Inventory Analysis Report

**Figure 3 GHG Emissions Forecast and Provisional Target Pathways (Mass Emissions)**

The CARP provides a roadmap to make progress towards meeting the State GHG emissions reduction goals. The CARP is organized into topical strategies, each of which includes measures and actions. The strategies are related to Cornerstone (CS), Social and Governance System (SG), Mobility and Land Use System (MLU), Buildings and Utilities System (BU), and Urban Ecosystem (UE). Key components of the CARP include decarbonizing buildings and utilities, expanding tree canopy and green infrastructure, improving active transportation and transit connectivity, and embedding equity guardrails into all measures. The CARP also emphasizes neighborhood-scale resilience hubs, renewable energy adoption, and strategies to protect housing stability and prevent displacement. Table 3 provides a full list of the CARP measures and actions.

**Table 3 CARP Measures and Actions**

| Action ID                                                                                                                                                                                                                                                                                   | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Cornerstone</b>                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Measure CS-1: Expand and strengthen neighborhood resilience by supporting the development of year-round community resilience hubs within trusted local facilities. These hubs would provide residents with accessible resources to address the City’s most pressing climate hazards.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| CS-1.1                                                                                                                                                                                                                                                                                      | Partner with the Los Angeles Unified School District (LAUSD), the San Fernando Valley Interfaith Council (VIC), and Meet Each Need with Dignity (MEND) group to conduct facilities readiness assessments and identify schools, community centers, and faith-based institutions that already have the infrastructure (e.g., generator capacity, ADA accessibility, kitchen facilities) to serve as resilience hubs, and support development of cost estimate for upgrades where gaps exist.                                                                                                                                                                                                                                                                                                                                       |
| CS-1.2                                                                                                                                                                                                                                                                                      | Establish formal agreements (MOUs) between community based organizations and facility operators to coordinate training, resource sharing, and emergency operations, leveraging trusted local leaders to co-design programs. Additionally, provide ongoing support for community-led programming that reflects local needs and cultures by providing space, City staff time, or funds.                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| CS-1.3                                                                                                                                                                                                                                                                                      | Develop and implement a multilingual communication plan co-created with community representatives to confirm that resilience hub information and emergency resources are accessible to all residents. Additionally, develop a peer learning network where resilience hub leaders can share best practices and troubleshoot challenges together.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| CS-1.4                                                                                                                                                                                                                                                                                      | Utilize an existing educational platform and develop community specific emergency information for people to learn about how to improve their household resilience in advance of a climate emergency. Partner with community-based organizations to develop the materials in a clear and thoughtful way, then distribute the information to their communities. Provide access to resources and information on how to prepare personal protection plans, what to do in an emergency, and information on how to register for resources. In tandem with the physical locations, provide information on the City’s website for a digital resilience space. Additionally, share information about the City’s CARP to raise awareness about community vulnerabilities to climate change and promote strategies for building resilience. |
| CS-1.5                                                                                                                                                                                                                                                                                      | Provide resources during emergencies to equip public facilities and key community buildings with backup power, clean air filtration, emergency water and food supplies, and communication tools, while offering multilingual outreach, training, and materials to help community members prepare their homes and care for vulnerable populations in a climate emergency. As part of this initiative, partner with churches and faith-based organizations to serve as trusted hubs with multilingual emergency preparedness outreach and to provide respite during climate-related events. Support training for staff and volunteers to assist vulnerable community members.                                                                                                                                                      |
| CS-1.6                                                                                                                                                                                                                                                                                      | Support residents in safely sheltering at home during emergencies by distributing air purifiers, backup power sources (such as portable batteries), emergency water and food kits, and heat mitigation supplies (such as fans or reflective window coverings), and by offering targeted assistance to low-income and medically vulnerable households through multilingual outreach, partnerships with community organizations, and home retrofit programs.                                                                                                                                                                                                                                                                                                                                                                       |
| CS-1.7                                                                                                                                                                                                                                                                                      | Identify and apply for funding opportunities that support development of community resilience hubs, and/or staff positions to support community resilience hubs, such as the LCI’s Grant Programs. Similarly, identify and apply for funding opportunities, such as CPUC’s Self-Generation Incentive Program (SGIP), that support development of solar energy + battery storage systems especially for low-income, disadvantaged, or infrastructure-vulnerable communities.                                                                                                                                                                                                                                                                                                                                                      |

| Action ID                                                                                                                                                                                                                                             | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Social and Governance System</b>                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Measure SG-1: Revise internal protocols and procedures to integrate a climate and equity perspective into government operational decision-making, prioritizing increased investments in CARP implementation to support vulnerable populations.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| SG-1.1                                                                                                                                                                                                                                                | Develop a climate-informed project design checklist, drawing from SCAG’s Climate Adaptation and Resilience Planning checklist <sup>4</sup> or similar resources, to guide capital improvement projects during the planning and design phase. The checklist will require evaluation of future climate projections, such as extreme heat, air quality, and flooding risks, as well as integrate design considerations that enhance long-term resilience and equity. Collaborate with project partners to incorporate equity considerations, as discussed in action SG-1.8.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| SG-1.2                                                                                                                                                                                                                                                | Explore strategies to leverage San Fernando’s financing processes and potential external funding opportunities to implement CARP actions. This could include: <ul style="list-style-type: none"> <li>▪ Identifying ways CARP strategies could be integrated into existing City financing programs, such as capital improvement budgets, utility fees, or local revenue streams to align with climate goals.</li> <li>▪ Compiling a list of statewide and regional funding programs, including the Ready for Tomorrow program Enhanced Infrastructure Financing Districts (EIFDs) and Clean California Investments (CCI), among others that could support implementation.</li> <li>▪ Monitoring the grant programs identified as part of this CARP and in future iterations that could support CARP implementation and apply for viable grants as appropriate.</li> <li>▪ Developing a high-level tracking system for monitoring the availability, eligibility, and applicability of external funding sources for specific projects and activities.</li> <li>▪ Exploring the feasibility of leveraging local revenue streams (e.g., sewage, trash, or taxes) to secure additional financing or match funds for CARP projects.</li> <li>▪ Considering establishing dedicated capacity for funding pursuits, such as a summer internship or Civic Spark fellow focused on identifying and applying for grant opportunities.</li> <li>▪ Establish a framework for working with local Tribal nations and CBOs to collaborate on funding requests which address the City’s resilience goals.</li> </ul> |
| SG-1.3                                                                                                                                                                                                                                                | Integrate climate resilience and equity principles into staff training programs across all departments by incorporating topics such as climate risk assessment, environmental justice, inclusive community engagement, and equitable budgeting. Leverage existing resources such as state agency toolkits (e.g., CalEPA’s EJ Mapping Tool), FEMA and EPA training modules, and partnerships with community-based organizations and local Tribal nations to deliver tailored, department-specific learning opportunities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| SG-1.4                                                                                                                                                                                                                                                | Promote and recognize sustainability leadership among local businesses, organizations, and individuals by nominating up to three exemplary local projects annually to existing regional or national award programs, such as the SCAG Sustainability Awards, City Best Awards, or other relevant recognition platforms. Complement these nominations by integrating sustainability criteria into the City’s economic development initiatives to encourage and highlight innovative, equitable, and impactful climate practices. This approach allows the City to celebrate local efforts, share successful strategies, and foster collaboration without creating a standalone award program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| SG-1.5                                                                                                                                                                                                                                                | Conduct a thorough review involving climate data analysis of health impacts to outdoor workers and adjust policies to adapt City staff and contractor outdoor worker hours and conditions in response to changing climate, in compliance with Cal/OSHA standards and City programs, prioritizing worker safety and well-being.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| SG-1.6                                                                                                                                                                                                                                                | Review, and if needed, update the community resource guide annually and post it on the City’s website with a consolidated list of rebates and incentives, as well as other community resources, such as financing programs for renters and homeowners, technical assistance for building retrofits, energy-efficiency workshops, local contractors and service providers, and emergency preparedness information.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

<sup>4</sup> SCAG’s Climate Adaptation and Resilience Planning checklist. Available at: <https://hub.scag.ca.gov/items/11ebb317612a4448a46af5c91981d851>

| Action ID                                                                                                                                                                                                                                                                                                 | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| SG-1.7                                                                                                                                                                                                                                                                                                    | Expand the scope of existing City Commissions to incorporate an equity and climate lens into their decision-making processes. Establish a rubric or toolkit for the Commissions to evaluate proposals, policies, and projects for their potential climate impacts and contributions to increase equitable access to resources, reduce greenhouse gas reduction, and increase community resilience. Additionally, update staff reports to Commissions to include a “Climate and Equity Implications” section outlining potential environmental benefits or risks.                                                          |
| SG-1.8                                                                                                                                                                                                                                                                                                    | Collaborate with regional agencies, local Tribal nations, community-based organizations, and academic partners to co-develop equity-focused decision-making frameworks and screening tools that guide City operations. Leverage partnerships to secure technical assistance and funding, confirming that CARP implementation investments prioritize vulnerable populations                                                                                                                                                                                                                                                |
| <b>Measure SG-2: Build neighborhood-wide resilience by supporting local networks, training, and resources that empower residents to respond to climate risks such as extreme heat and poor air quality.</b>                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| SG-2.1                                                                                                                                                                                                                                                                                                    | Identify and pilot low-cost, easy-to-implement neighborhood resilience strategies, such as temporary cooling stations, portable air-quality monitors, or shade installations, in select neighborhoods to demonstrate practical, scalable approaches before city-wide expansion.                                                                                                                                                                                                                                                                                                                                           |
| SG-2.2                                                                                                                                                                                                                                                                                                    | Build strategic collaborations with schools, local Tribal nations, community centers, faith-based organizations, and regional agencies to co-develop and implement neighborhood resilience initiatives, strengthen mutual aid networks, and enhance knowledge-sharing and coordination across neighborhoods.                                                                                                                                                                                                                                                                                                              |
| SG-2.3                                                                                                                                                                                                                                                                                                    | Institutionalize neighborhood capacity-building practices within City policy by embedding requirements for community engagement and equity-focused resilience strategies in the General Plan, emergency management protocols, and capital project planning.                                                                                                                                                                                                                                                                                                                                                               |
| SG-2.4                                                                                                                                                                                                                                                                                                    | Identify existing multilingual training modules and workshops that residents and neighborhood leaders can participate in to learn current best practices on responding to extreme heat and poor air quality, including practical skills, emergency preparedness, and sustainable behaviors, leveraging partnerships with schools, faith-based organizations, and local nonprofits.                                                                                                                                                                                                                                        |
| SG-2.5                                                                                                                                                                                                                                                                                                    | Target resources, training, and capacity-building programs toward the community’s most vulnerable populations, providing leadership opportunities, culturally relevant materials with an emphasis on native history, and engagement strategies that reduce disparities in climate risk and access to resilience tools.                                                                                                                                                                                                                                                                                                    |
| SG-2.6                                                                                                                                                                                                                                                                                                    | Develop an equity investment program with local employers, businesses, philanthropic institutions, educational institutions, trade associations, businesses, and/or non-profit organizations to secure local match funding for economic development and climate partner readiness grants for vulnerable populations and investments in areas of high social sensitivity.                                                                                                                                                                                                                                                  |
| <b>Mobility and Land Use System</b>                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Measure MLU-1: Reduce reliance on single-occupancy vehicles by promoting housing near transit-accessible corridors and downtown; expanding mixed-use development with shops, services, and local employment; and supporting sustainable commuting options for residents who work outside the City.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| MLU-1.1                                                                                                                                                                                                                                                                                                   | Launch a community education campaign to promote commuter alternatives, including transit, vanpools, carpools, and e-biking, highlighting cost savings, convenience, environmental and quality of life benefits. Align outreach with the First/Last Mile Access Improvement Plan <sup>5</sup> and the planned East San Fernando Valley Light Rail Station to confirm information reflects emerging mobility options. The campaign will provide practical guidance on navigating the regional transit system and integrating multiple modes of travel, such as biking and light rail for safer and more efficient commutes |
| MLU-1.2                                                                                                                                                                                                                                                                                                   | Identify and pursue state, federal, and regional funding opportunities such as the Affordable Housing and Sustainable Communities (AHSC) Program, Transformative Climate Communities (TCC) Program, and Metro’s Transportation Demand Management grants to support implementation of mixed-use and transit-oriented projects. Develop a coordinated funding strategy to leverage public and private investment for affordable housing and mobility enhancements within Downtown San Fernando and key corridor areas.                                                                                                      |

<sup>5</sup> Program #14 of the Mobility Element Update includes development of a First/Last Mile Access Improvement Plan as a key step toward improving transit connectivity and accessibility Citywide

| Action ID                                                                                                                                                                                                                                                                                                                                               | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| MLU-1.3                                                                                                                                                                                                                                                                                                                                                 | Work with San Fernando Senior High School, Cesar Chavez Learning Academies, and Mission Continuation School to integrate more robust information into Driver's Education programs that teaches new drivers how to safely and actively share the road with all forms of commuters, including cyclists, pedestrians, and transit users. As part of this program, reinforce safety goals of the First/Last Mile Access Improvement Plan.                                                                                                                                                                                                                                                                                                                                                                                        |
| MLU-1.4                                                                                                                                                                                                                                                                                                                                                 | Support major developments in San Fernando in implementing Transportation Demand Management (TDM) programs. Provide education on the benefits to encourage employers to implement strategies such as subsidized transit passes, flexible work schedules, vanpool incentives, carpool matching, and end-of-trip facilities for cyclists, confirming these programs prioritize accessibility and participation for San Fernando residents.                                                                                                                                                                                                                                                                                                                                                                                     |
| MLU-1.5                                                                                                                                                                                                                                                                                                                                                 | Update objective design standards for mixed-use zoning districts and First/Last Mile development to require awnings, canopies, and other shade structures that may encroach into setbacks to enhance pedestrian comfort, especially near transit corridors.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| MLU-1.6                                                                                                                                                                                                                                                                                                                                                 | Leverage the City's Parking Management Master Plan <sup>6</sup> , the Housing Element <sup>7</sup> and feedback from the community to identify and strategically rezone underutilized areas (e.g., City-owned parking lots) around major corridors and nodes to allow for a blend of housing, shops, services, and employment opportunities in alignment with future Transit Priority Areas <sup>8</sup> . Amend the zoning code for inclusionary standards to prioritize the creation of affordable housing units within these projects, to provide multimodal enhancements and minimize displacement and support long-term housing stability for existing residents.                                                                                                                                                       |
| MLU-1.7                                                                                                                                                                                                                                                                                                                                                 | Work with Los Angeles County Metropolitan Transportation Authority (LA Metro) to install safe, convenient, and visually attractive transit shade structures that provide protection from the increasingly extreme weather due to climate change, including extreme heat and rain, as well as lighting to increase safety and accessibility at all transit stops including those along Truman Steet and San Fernando Road. Install Citywide multimodal wayfinding signage system with consistent branding and design, targeting high-traffic corridors, downtown, transit stops, and bikeways.                                                                                                                                                                                                                                |
| MLU-1.8                                                                                                                                                                                                                                                                                                                                                 | Leverage existing relationships and foster new relationships with entities such as the San Fernando Valley Council of Governments, the San Fernando Valley Service Council, East San Fernando Valley Light Rail Community Leadership Council, and Southern California Association of Governments (SCAG) to partner with LA Metro, other regional transit providers, and employers to improve regional transit connections (e.g., Metro bus lines linking the City to Sylmar, Pacoima, Burbank, Glendale, and Downtown Los Angeles, Metro's planned East San Fernando Valley Light Rail Station), expand park-and-ride facilities, and promote carpooling and multi-modal transportation options for commuters. Engage the community to confirm priorities and desired outcomes for regional transit connection improvements. |
| <b>Measure MLU-2: Expand and optimize the San Fernando trolley network to improve route coverage, accessibility, safety, and connections to key destinations such as downtown, schools, parks, and transit hubs, while integrating community feedback on service frequency, financial feasibility, and minimal disruption to street infrastructure.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| MLU-2.1                                                                                                                                                                                                                                                                                                                                                 | Conduct a comprehensive assessment of the trolley network, including route coverage, ridership demand, infrastructure needs, and financial feasibility, to identify priority improvements and confirm cost-effective implementation. Trolley network enhancements should be implemented without compromising funding for essential street improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| MLU-2.2                                                                                                                                                                                                                                                                                                                                                 | Collaborate with regional transit agencies, local businesses, and funders to secure resources for trolley expansion, safety enhancements, accessibility upgrades, and ongoing operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| MLU-2.3                                                                                                                                                                                                                                                                                                                                                 | Coordinate with local schools, parks, businesses, local Tribal nations, and community organizations to integrate the trolley network with existing services and evaluate whether the system meets community needs through onboard and online rider surveys and gathering feedback at community events. This would include understanding who currently uses the trolley, trip purposes (e.g., work, school, shopping), and satisfaction with routes, frequency, safety, and accessibility.                                                                                                                                                                                                                                                                                                                                    |

<sup>6</sup> <https://ci.san-fernando.ca.us/wp-content/uploads/2022/04/Cityof-SanFernando-PMMP.pdf>

<sup>7</sup> <https://ci.san-fernando.ca.us/wp-content/uploads/2022/12/San-Fernando-Housing-Element-Final-11-21-22.pdf>

<sup>8</sup> Transit Priority Areas (TPAs), identified in Program #16 of the Mobility Element, are zones within a half mile of major or planned transit stops where higher-density, mixed-use development is encouraged to reduce VMT and support SB 743 goals.

| Action ID                                                                                                                                                                                                                                                                                                                                                                                                                                   | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| MLU-2.4                                                                                                                                                                                                                                                                                                                                                                                                                                     | Launch a community engagement campaign including pop-ups, social media posts, and updates at Commission and Council meetings to inform residents about trolley routes, schedules, safety features, and connections to key destinations, while soliciting feedback on service frequency and accessibility.                                                                                                                                                                                                                                                                                                                                                   |
| MLU-2.5                                                                                                                                                                                                                                                                                                                                                                                                                                     | Partner with local artists, San Fernando Valley Historical Society, and local Tribal nations, to integrate public art, branding, and cultural storytelling into the San Fernando trolley network. Explore weekend and/or holiday programming that transforms the trolley into a guided tour highlighting the City’s history, landmarks, and cultural assets.                                                                                                                                                                                                                                                                                                |
| MLU-2.6                                                                                                                                                                                                                                                                                                                                                                                                                                     | Focus trolley expansions and upgrades on high-use corridors and key destinations such as downtown, schools, parks, and transit hubs, providing equitable access for all residents. Explore adjusting the trolley’s route and frequency during major community events, such as the swap meet, to better accommodate attendees and enhance accessibility based on feedback from community.                                                                                                                                                                                                                                                                    |
| MLU-2.7                                                                                                                                                                                                                                                                                                                                                                                                                                     | Update City planning and street infrastructure policies to support trolley operations, minimize conflicts with other street uses, and integrate trolley access into transit-oriented development and multimodal transportation planning.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| MLU-2.8                                                                                                                                                                                                                                                                                                                                                                                                                                     | Once the expansions are in place and ridership begins to increase, analyze the feasibility of transitioning the existing City Trolley to an electric vehicle (EV) fleet by assessing operational needs, route demands, vehicle and charging infrastructure options, funding sources, and potential greenhouse gas (GHG) and cost savings to support future procurement and implementation.                                                                                                                                                                                                                                                                  |
| <b>Measure MLU-3: Increase walking, biking, and other active transportation in San Fernando by upgrading sidewalks, crosswalks, bike lanes, and pedestrian paths to improve safety, accessibility, and connectivity. Prioritize shaded routes, stormwater capture, lighting, ADA-compliant infrastructure, and secure bike parking to confirm all residents have equitable access to convenient and safe active transportation options.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| MLU-3.1                                                                                                                                                                                                                                                                                                                                                                                                                                     | Create a prioritization and implementation framework for the top-priority capital projects in the San Fernando Safe and Active Streets Implementation Plan, such as new buffered bike lanes on San Fernando Road and Kalisher Street, and enhanced crossings with Rectangular Rapid Flashing Beacons. This framework will prioritize projects that deliver the greatest safety, mobility, and public health benefits guided by community feedback. It will include clear criteria for project selection, timelines, funding strategies, and measurable performance indicators to support transparent decision-making and efficient allocation of resources. |
| MLU-3.2                                                                                                                                                                                                                                                                                                                                                                                                                                     | Continue to pursue funding from Caltrans’ Active Transportation Program or similar funding opportunities to implement improvements from the City’s long-range active transportation plans, including the San Fernando Safe and Active Streets Implementation Plan, the Mobility Element, and the Corridor Specific Plan of 2017 (SP5). This can include new protected bike lanes, widened sidewalks, traffic-calming measures, and improved pedestrian crossings in high-need areas.                                                                                                                                                                        |
| MLU-3.3                                                                                                                                                                                                                                                                                                                                                                                                                                     | Collaborate with local elementary and middle schools to organize regular “Walk-to-School” events, promoting the benefits of walking and biking while educating families about safe routes. Use these events to gather community feedback on gaps, barriers, and needs related to active transportation.                                                                                                                                                                                                                                                                                                                                                     |
| MLU-3.4                                                                                                                                                                                                                                                                                                                                                                                                                                     | Partner with an entities such as Metro, The San Fernando Valley Council of Governments, or Los Angeles County Bicycle Coalition (LACBC) <sup>9</sup> to expand existing rebate programs to help families living on low- and fixed-incomes purchase alternative modes of transportation (e.g., bicycles, scooters, rollerblades, skates, skateboards) and appropriate safety gear.                                                                                                                                                                                                                                                                           |
| MLU-3.5                                                                                                                                                                                                                                                                                                                                                                                                                                     | Continue working with Metro to expand their bike-share program in San Fernando, focusing on demand near transit stations and downtown San Fernando. Promote existing resources such as Metro’s “Suggest a Location” <sup>10</sup> tool to encourage community members to provide feedback on where new bike-share stations are needed.                                                                                                                                                                                                                                                                                                                      |
| MLU-3.6                                                                                                                                                                                                                                                                                                                                                                                                                                     | Evaluate roadway conditions during and after extreme precipitation driven by climate change to assess flooding, drainage, and overall accessibility to schools, identifying necessary infrastructure improvements to confirm safe and reliable routes for students.                                                                                                                                                                                                                                                                                                                                                                                         |

<sup>9</sup> <https://www.la-bike.org/>

<sup>10</sup> <https://bikeshare.metro.net/suggest-a-location/>

| Action ID                                                                                                                                                                                                                                                                                            | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| MLU-3.7                                                                                                                                                                                                                                                                                              | Partner with the San Fernando Police Department and the Los Angeles Unified School District to implement education and infrastructure initiatives from the City's Safe and Active Streets Implementation Plan, including bicycle safety courses for both riders and drivers, and the installation of fortified street crossings with advanced signaling, pedestrian-friendly design, and community-informed safety features at high-traffic or historically dangerous intersections.                                                                                                                                                                                                                                            |
| MLU-3.8                                                                                                                                                                                                                                                                                              | Gather feedback from the community to identify locations throughout the City to install bike repair stations, including nearby parks along bicycle routes, and consider partnering with a local bike shop to provide quarterly bicycle repair support for community members traveling along a main bike path or at a designated, central location. Additionally, develop a maintenance schedule for the bike repair stations to confirm that the tools remain in good condition and items are replaced if necessary.                                                                                                                                                                                                            |
| MLU-3.9                                                                                                                                                                                                                                                                                              | Partner with Metro to improve safety and accessibility on the trail along the train tracks. Improvements may include increased lighting and signage, clear crossings, stormwater capture, and additional bicycle and pedestrian safety measures such as an emergency blue light phone. Additionally, evaluate the existing trees located in the trail system to confirm that they are the appropriate trees for the location and that they have the capacity and resources to generate long-term shade for the community using this pathway. If they are not the appropriate trees, prepare a schedule to replace the trees with large-canopy shade trees that are sized appropriately for greatest amount of shade and safety. |
| MLU-3.10                                                                                                                                                                                                                                                                                             | Partner with business owners along train tracks to identify interest and support the design and completion of murals completed by local artists that celebrate the community's culture and history. Use reflective paint to reduce interior building heat and enhance the trail's appeal, confirming that projects prioritize equitable engagement, amplify underrepresented voices, and foster cultural resilience in the community.                                                                                                                                                                                                                                                                                           |
| MLU-3.11                                                                                                                                                                                                                                                                                             | Adopt the 2025 California Green Building Standards Code (CALGreen) voluntary reach code for non-residential projects that establishes specific pavement options, such as reflective or permeable materials, to reduce the heat island effect of sidewalks, patios, driveways, and parking lots.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Measure MLU-4: Prepare the City for widespread zero-emission vehicle adoption by investing in universal EV charging stations (public and commercial), offering community EV education and ride-and-drive events, and promoting safe passenger and commercial EV use as vehicle costs decline.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| MLU-4.1                                                                                                                                                                                                                                                                                              | Complete a feasibility study to evaluate opportunities for installing electric vehicle charging stations at City-owned facilities— including City Hall, Public Works Yard, parks, public parking lots, and on streetlights. The study will assess existing electrical capacity, potential grid upgrades, cost estimates, and usage potential. It will also prioritize installation in areas serving residents of multi-family housing. Deliverables could include a prioritized map of charger locations, cost estimates, and a proposed implementation schedule.                                                                                                                                                               |
| MLU-4.2                                                                                                                                                                                                                                                                                              | Conduct a municipal fleet electrification assessment to evaluate the City's current vehicle inventory, replacement schedules, and operational needs. The assessment will identify vehicles suitable for near-term replacement with electric models, determine necessary charging infrastructure at City facilities, and estimate lifecycle costs and potential savings. Based on findings, develop a phased fleet transition plan that prioritizes high-use or aging vehicles and identifies available funding and incentive programs through agencies such as the South Coast Air Quality Management District (SCAQMD) and Southern California Edison (SCE).                                                                   |
| MLU-4.3                                                                                                                                                                                                                                                                                              | Leverage existing community events, such as the San Fernando Street Festival, holiday and cultural events, Downtown Market Nights, and opportunities to collaborate with Tribal nations and CBOs, to host informational booths and interactive demonstrations about zero-emission vehicles and receive community feedback on EV adoption hurdles. Partner with SCE and local dealerships to showcase electric models and provide on-site assistance for incentive applications (e.g., Clean Cars 4 All). Tailor outreach to residents of multi-family buildings and low- to moderate-income households by providing multilingual materials highlighting cost savings, maintenance benefits, and rebate programs.                |
| MLU-4.4                                                                                                                                                                                                                                                                                              | Collaborate with the SCAQMD and the Los Angeles County Clean Cities coalition to identify funding opportunities for small and disadvantaged business owners to transition to electric vehicles. Develop a City-supported program that assists businesses in identifying eligible grants or loans and facilitates access to technical support for installing workplace charging stations.                                                                                                                                                                                                                                                                                                                                        |

| Action ID | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| MLU-4.5   | Partner with existing gas station owners in San Fernando to encourage redevelopment or retrofitting into “mobility hubs” that provide Level 2 or DC Fast Charging stations. Streamline City permitting for such conversions by offering clear design guidelines and pre-approved site layouts. Work with SCE and regional Clean Transportation programs to connect station owners to rebates and technical assistance for charger installation.                                                                             |
| MLU-4.6   | Adopt a streamlined, over-the-counter permitting process for single-family and multi-family residential EV charger installations. Eliminate or reduce permitting fees and allow for same-day digital approval where installation meets standardized safety criteria. Develop a clear, multilingual permitting guide outlining steps, costs, and contact information to improve accessibility for residents. Explore opportunities to collaborate with Tribal nations and local CBOs that may be providing similar services. |
| MLU-4.7   | Collaborate with Los Angeles County and neighboring jurisdictions to design and pilot a centralized EV Rebate Portal. The portal will integrate state, utility, and local incentives into a single platform where residents can confirm eligibility, upload documentation, and track application status. The platform will be mobile-friendly and multilingual, and the City will help promote it through community newsletters, social media, and in-person events.                                                        |

**Buildings and Utilities System**

**Measure BU-1: Support communitywide transition to carbon-free electricity by partnering with Southern California Edison and regional agencies to expand rooftop solar, battery storage, and neighborhood-scale microgrids. Improve electrical system resilience with targeted upgrades such as backup power for schools and resilience hubs, and promote demand-response programs that help residents and businesses reduce peak-time energy use and lower costs.**

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| BU-1.1 | Develop a multi-faceted public engagement strategy to educate the community about the benefits of and transitioning to carbon-free energy as well as opportunities to resource and implement local clean energy projects. As part of engagement efforts, facilitate a two-way dialogue to identify how the City can remove barriers and provide support for community members and business owners to transition to carbon-free electricity, while gathering feedback on local challenges and opportunities.                                                                                         |
| BU-1.2 | Address the growing risk of power outages and grid instability by pursuing federal and state resilience and clean energy funding including grants (e.g., DOE, CEC, investor-owned utilities). Establish a public-private financing program that leverages utility incentives, green bonds, and low-interest loans to deploy microgrids, battery storage, and demand response technologies in critical facilities and high-outage neighborhoods. These investments will strengthen local energy reliability, reduce dependence on the broader grid, and improve community safety during emergencies. |
| BU-1.3 | Partner with SCE to explore incentives, rebates, or credits for households and businesses participating in demand response programs or adopting on-site solar energy technologies. Conduct a feasibility study to evaluate the financial, technical, and equity implications of such programs, ensuring they are accessible to the lowest-income populations.                                                                                                                                                                                                                                       |
| BU-1.4 | Streamline permitting requirements for on-site solar energy + battery storage systems to increase adoption rates by implementing expedited review processes, reducing permitting costs, and adopting online application platforms. Establish clear, standardized guidelines for residential and commercial projects to make the process more accessible and predictable. Ensure that permitting processes are equitable by providing targeted support and fee reductions for low-income and disadvantaged populations.                                                                              |
| BU-1.5 | Advance community-scale energy resilience by identifying and preparing suitable public and community-owned sites for battery storage and microgrid installations. Partner with utilities, schools, and community-based organizations to prioritize projects that strengthen power reliability for essential services such as cooling centers, emergency shelters, and critical facilities. Engage residents early in the siting process to ensure projects reflect local needs, equity priorities, and neighborhood preferences.                                                                    |

| Action ID                                                                                                                                                                                                                                              | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Measure BU-2: Require new buildings to meet high standards for health, safety, and resilience by incorporating all-electric systems, efficient cooling, and extreme heat protections while respecting San Fernando's historic character.</b>        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| BU-2.1                                                                                                                                                                                                                                                 | Establish a City-led "Building Decarbonization Review" as part of planning and permitting for both residential and non-residential projects. Require applicants to submit a decarbonization checklist outlining opportunities for all-electric systems, on-site renewable energy, water efficiency, and resilience features. The City will integrate this review into discretionary approvals and provide design guidance and technical support, ensuring projects advance health, safety, and carbon reduction goals even before state codes mandate them.                                                                                                                                                                                                                           |
| BU-2.2                                                                                                                                                                                                                                                 | Update building and development standards to require high-efficiency cooling systems, reflective roofing, and enhanced insulation in all new construction. Encourage use of passive design strategies, such as natural ventilation and strategic shading, to reduce indoor heat gain. Provide design flexibility and guidance to ensure these features complement San Fernando's historic architecture, maintaining aesthetic integrity while improving thermal comfort, energy efficiency, and occupant safety during extreme heat events.                                                                                                                                                                                                                                           |
| BU-2.3                                                                                                                                                                                                                                                 | Create partnerships with Mission Continuation School, San Fernando Senior High School, Cesar Chavez Learning Academies, and nearby colleges such as Los Angeles Mission College and Los Angeles Valley College to align curricula and training programs with high-demand, high-road industries. Leverage City resources and work with labor unions, local businesses, and community-based organizations (e.g., Pacoima Beautiful) to co-develop internships, apprenticeships, mentorships, and workforce readiness programs targeting BIPOC communities. Provide opportunities that are accessible through culturally relevant, multilingual outreach, with a focus on preparing students for careers in sustainable construction, clean energy, and other resilience-related fields. |
| BU-2.4                                                                                                                                                                                                                                                 | Promote the use of state and federal incentives specifically for residential developers, such as the California Energy Commission's Building Initiative for Low-Emissions Development (BUILD), the Affordable Housing and Sustainable Communities (AHSC) Program, and the California Electric Homes Program (CalEHP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| BU-2.5                                                                                                                                                                                                                                                 | Develop a Passive Design Toolkit that provides practical guidance on strategies such as shading, window placement, natural ventilation, and landscape-based cooling. The toolkit will help architects and developers integrate passive cooling and energy-efficient design into new and renovated buildings while preserving San Fernando's historic character and enhancing neighborhood livability.                                                                                                                                                                                                                                                                                                                                                                                 |
| BU-2.6                                                                                                                                                                                                                                                 | Host workforce development sessions on electrification, energy efficiency, and renewable systems for local contractors, building owners, and operators. Partner with Pacoima Beautiful and other community-based organizations to ensure outreach is multilingual, culturally relevant, and inclusive. These sessions will both share technical and financial resources and gather community feedback to refine City programs, remove participation barriers, and expand equitable access to green jobs and building upgrades.                                                                                                                                                                                                                                                        |
| <b>Measure BU-3: Connect building owners and renters with incentives, rebates, and education programs to upgrade existing homes and businesses, enabling them to become zero-carbon and resilient to extreme heat, flooding, and poor air quality.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| BU-3.1                                                                                                                                                                                                                                                 | Develop and adopt an ordinance establishing a maximum indoor temperature threshold for rental units, in alignment with SB 655 and California Health and Safety Code requirements. The ordinance will require landlords to maintain indoor temperatures at or below the defined threshold (e.g., 82°F, consistent with the recent Los Angeles County Board of Supervisors policy), so rental units remain safe and habitable during extreme heat events.                                                                                                                                                                                                                                                                                                                               |
| BU-3.2                                                                                                                                                                                                                                                 | Incorporate indoor temperature threshold compliance into the City's existing Code Enforcement and Housing Rehabilitation programs, starting with existing rental properties. Begin with outreach and voluntary compliance for property owners, supported by technical guidance and retrofit financial incentives. For new developments, integrate compliance checks during plan review and building inspection phases. Roll out enforcement gradually, prioritizing older, renter-heavy buildings, and pair compliance requirements with City or state financial assistance to prevent costs from being passed on to tenants.                                                                                                                                                         |

| Action ID                                                                                                                                                                                                                                                                                                                                                                                                   | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| BU-3.3                                                                                                                                                                                                                                                                                                                                                                                                      | Conduct a building electrification and resilience assessment to evaluate retrofit needs for energy efficiency, cooling, and health benefits in alignment with Safety Element Policies S-10.3 (Building Efficiency) and Housing Element Policy 1.4 (Rehabilitation of Residential Structures). Build on relevant studies and case examples <sup>11</sup> to include data on energy burden, fuel transition and passive cooling costs, and indoor heat exposure for low-income households.                                                                                                                                   |
| BU-3.4                                                                                                                                                                                                                                                                                                                                                                                                      | Expand housing rehabilitation support by developing a multilingual outreach program that connects landlords and tenants to incentive programs for electrification, energy efficiency, and indoor air quality. Coordinate with LA County and Pacoima Beautiful under Lead-Based Paint Awareness (Housing Element – Program 2) and Safe and Sanitary Homes (Safety Element – S-14.22–S-14.24). Leverage and expand existing tenant protection programs to tie tenant protections directly to these incentive programs, ensuring building upgrades and electrification efforts do not lead to rent increases or displacement. |
| BU-3.5                                                                                                                                                                                                                                                                                                                                                                                                      | Promote incentive programs for upgrades at multi-family homes, as well as low income and affordable housing units, including those that provide opportunities to stack existing incentives from TECH Clean California <sup>12</sup> funding mechanisms to connect residents to technical and financial support including direct install, incentives, and information on the benefits of electrification and passive cooling. Deploy the program in partnership with local community organizations and trusted community leaders.                                                                                           |
| BU-3.6                                                                                                                                                                                                                                                                                                                                                                                                      | Expand and strengthen the Low-Income Rate Assistance Program (LIRA) by securing additional funding through state and federal grants or local revenue sources to support new applicants. Enhance multilingual, two-way outreach by engaging directly with residents to identify enrollment barriers, gather feedback on program accessibility, and co-develop improvements that simplify participation. Evaluate options to increase subsidy levels or offset fixed service charges, ensuring all low-income households have equitable access to affordable, safe, and reliable utility service.                            |
| BU-3.7                                                                                                                                                                                                                                                                                                                                                                                                      | Streamline permitting for heat resilient retrofits by allowing over-the-counter or same-day permits for heat pumps, efficient HVACs, and window upgrades, consistent with Safety Element Policy S-10.3 (Building Efficiency) and Housing Element Program 3 (Zoning Code Update to Remove Constraints).                                                                                                                                                                                                                                                                                                                     |
| BU-3.8                                                                                                                                                                                                                                                                                                                                                                                                      | Create and promote DIY energy efficiency toolkits. Seek funding to create a lending library of air purifiers and cooling devices. Deploy the program in partnership with local community organizations such as Pacoima Beautiful and Neighborhood Watch programs (S-2.4), targeting low income and large households.                                                                                                                                                                                                                                                                                                       |
| BU-3.9                                                                                                                                                                                                                                                                                                                                                                                                      | In partnership with Southern California Edison, create a local program that provides energy efficiency and weatherization support for all residents, such as energy audits and home/building assessments, and education on energy-saving behaviors and maintenance, aligning with Safety Element Policy S-14.22 (Home Maintenance Education).                                                                                                                                                                                                                                                                              |
| BU-3.10                                                                                                                                                                                                                                                                                                                                                                                                     | Confirm that all implementation reinforces cultural resilience by preserving San Fernando’s historic identity and sense of place. Support retrofits and maintenance practices that enhance energy efficiency, reduce heat exposure, and strengthen structures against climate hazards, while maintaining historic integrity and complying with preservation standards. Work with local historians, tribal nations, and property owners to ensure climate adaptation investments respect traditional architectural character and community heritage.                                                                        |
| <b>Measure BU-4: Decarbonize City-owned buildings through energy efficiency upgrades, renewable energy integration, and electrification of key systems. Partner with local trade schools and workforce programs to train and employ residents in implementing these projects, creating green jobs and building community capacity while demonstrating City leadership in sustainability and resilience.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| BU-4.1                                                                                                                                                                                                                                                                                                                                                                                                      | Assess City-owned buildings to identify retrofit needs, renewable energy opportunities (e.g., rooftop solar at City Hall, libraries, and public works yards), and retrofit schedules. Include lifecycle cost analysis to demonstrate long-term savings and funding opportunities.                                                                                                                                                                                                                                                                                                                                          |
| BU-4.2                                                                                                                                                                                                                                                                                                                                                                                                      | Pursue available funding streams such as California Energy Commission grants and South Coast AQMD incentive programs to support municipal building decarbonization. Develop a coordinated grant strategy to maximize cost savings and reduce reliance on the City’s general fund.                                                                                                                                                                                                                                                                                                                                          |

<sup>11</sup> Existing studies and case examples available at: ReWiring America, Smart Electric Power Alliance, and Urban Land Institute.

<sup>12</sup> More information available at: <https://techcleanca.com/>

| Action ID                                                                                                                                                                                                                                                                                                     | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| BU-4.3                                                                                                                                                                                                                                                                                                        | Partner with SCE to implement a municipal building retrofit program that leverages available incentives and technical support. The program will target energy efficiency upgrades such as LED lighting retrofits, high-efficiency HVAC systems, smart thermostats, and weatherization measures, with the goal of lowering energy use, reducing utility costs, and addressing health and safety issues in City facilities. Implement upgrades to critical municipal facilities first (e.g., City Hall, Police).                                                                                                                                                                                                                                                        |
| BU-4.4                                                                                                                                                                                                                                                                                                        | Create case studies and host public tours of decarbonized municipal buildings (e.g., City Hall energy upgrades or rooftop solar projects) to educate residents, local contractors, and businesses about clean technologies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| BU-4.5                                                                                                                                                                                                                                                                                                        | Require all new municipal buildings to be zero-emission, embedding decarbonization into procurement and capital planning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Urban Ecosystem</b>                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Measure UE-1: Enhance the resilience of San Fernando’s water systems by integrating stormwater management, potable water conservation, and equitable access to sustainable water resources, confirming all residents have reliable access to clean, safe, and affordable water as a basic human right.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| UE-1.1                                                                                                                                                                                                                                                                                                        | Enhance the resilience of San Fernando’s groundwater system by investing in aquifer recharge, infrastructure modernization, and sustainable yield management. Conduct a groundwater vulnerability assessment to identify wells at risk from drought, contamination, or declining yields, and prioritize upgrades such as well rehabilitation, backup power systems, and drought-resilient pumping controls. Coordinate with Los Angeles County, Los Angeles Department of Water and Power, and the Upper Los Angeles River Area Integrated Regional Water Management Group to explore opportunities for stormwater capture and recharge projects, expanding local storage and improving water reliability under future climate conditions and increased water demand. |
| UE-1.2                                                                                                                                                                                                                                                                                                        | Complete ongoing monitoring of nitrate levels in the City’s water supply and investigate new technologies or practices that could further improve system performance and community protection. Alongside monitoring, implement a public education program to share results transparently, raise awareness about nitrate risks and water quality, and provide residents with resources on how they can help safeguard local water systems.                                                                                                                                                                                                                                                                                                                             |
| UE-1.3                                                                                                                                                                                                                                                                                                        | Identify and pursue new funding opportunities to supplement existing programs and expand financial assistance for income-qualified households. Set a goal to offset at least 50% of fixed service fees, so water service remains affordable and accessible for residents most in need.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| UE-1.4                                                                                                                                                                                                                                                                                                        | Expand programs through the San Fernando Water Division to modernize water efficiency and conservation measures in alignment with Programs 15 and 20 of Open Space, Conservation, Parks and Recreation Element. This includes expanding leakage detection and repair systems, promoting drought-tolerant landscaping, and encouraging the use of low-flow fixtures, fittings, and appliances. Integrate greywater capture and reuse opportunities identified under the City’s feasibility studies (Program 21) and provide financial and technical assistance to landlords and low-income households to confirm equitable participation in water-saving upgrades.                                                                                                     |
| UE-1.5                                                                                                                                                                                                                                                                                                        | In alignment with Programs 15 and 28 of the Open Space, Conservation Parks and Recreation Element, improve stormwater and flood infrastructure in historically flood-prone neighborhoods. Utilize community anecdotes and local Tribal knowledge to calibrate traditional data and explore nature-based solutions, such as permeable pavement, bioswales, and rain gardens in new developments and major roadway projects.                                                                                                                                                                                                                                                                                                                                            |
| UE-1.6                                                                                                                                                                                                                                                                                                        | Continue to coordinate with neighboring jurisdictions to provide adequate water availability and peak load water supply for fire suppression efforts in alignment with CAL FIRE recommendations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| UE-1.7                                                                                                                                                                                                                                                                                                        | Explore and evaluate progressive water rate structures that balance affordability and sustainability. To prevent inequitable impacts, engage directly with low-income and large family households and residents with high utility burdens regularly (during the rate restructuring processes as well as in standard years), confirming that their feedback informs any adjustments and that affordability remains a core outcome.                                                                                                                                                                                                                                                                                                                                     |

| Action ID                                                                                                                                                                                                                 | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| UE-1.8                                                                                                                                                                                                                    | Review and update the Municipal Code and development design guidelines to strengthen requirements and incentives for low-impact development, greywater reuse, rainwater capture, and other water conservation practices. Align with Programs 15 and 21 of the Open Space, Conservation, Parks and Recreation Element by integrating these measures into zoning and site design standards, and explore the creation of pre-approved design templates for greywater and low-impact systems to streamline permitting and reduce costs for applicants.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Measure UE-2: Increase Citywide tree canopy and community-centered green spaces to reduce the urban heat island effect by supporting and implementing the strategies outlined in the Urban Forest Management Plan.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| UE-2.1                                                                                                                                                                                                                    | Amend zoning codes to integrate Urban Forest Management Plan canopy targets, requiring minimum tree canopy coverage in new developments (i.e., 30% in commercial/industrial areas, 35% in residential areas, and 40% in parks) to align with Citywide shade and climate goals.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| UE-2.2                                                                                                                                                                                                                    | Update the zoning code as follows: <ul style="list-style-type: none"> <li>▪ <b>Residential Neighborhoods</b> <ul style="list-style-type: none"> <li>▫ <b>Landscaping Requirements:</b> Align with the City’s updated landscape ordinance to support increased permeable surfaces and sustainable landscape practices.</li> <li>▫ <b>Setbacks:</b> Review and update to encourage climate-smart design, shade, and stormwater infiltration.</li> <li>▫ <b>Parking Requirements:</b> Broaden beyond parking minimums to include standards for drive aisles and permeable paving to reduce heat island impacts and stormwater runoff.</li> </ul> </li> <li>▪ <b>Commercial Areas</b> <ul style="list-style-type: none"> <li>▫ <b>Setbacks:</b> Reevaluate standards to improve pedestrian safety, walkability, and integration of green infrastructure.</li> <li>▫ <b>Parking Requirements:</b> Replace “minimums” with flexible parking standards, including shared parking and permeable surface requirements.</li> <li>▫ <b>Landscaping Requirements:</b> Incorporate sustainable landscaping that reduces water demand and enhances urban greening.</li> </ul> </li> <li>▪ <b>Industrial Zones</b> <ul style="list-style-type: none"> <li>▫ <b>Setbacks:</b> Review to improve buffers with adjacent uses and support stormwater management.</li> <li>▫ <b>Parking Lots:</b> Update requirements to include permeable paving, shading, and landscaped stormwater features.</li> </ul> </li> </ul> |
| UE-2.3                                                                                                                                                                                                                    | Implement the City’s Urban Greening District and Design Standards (Programs 23 and 24 of the Open Space, Conservation, Parks and Recreation Element) by planting large-canopy trees in public spaces and new developments, prioritizing high-shade species in pedestrian-heavy areas such as street corridors, schools, and transit stops. Confirm tree plantings are integrated with native landscaping, permeable surfaces, and stormwater management features. Engage community members in identifying and prioritizing planting locations, confirming that residents’ lived experiences and local knowledge inform where trees are most needed for shade, comfort, and safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| UE-2.4                                                                                                                                                                                                                    | Increase the urban forestry maintenance budget to support care, watering, pruning, pest management, and long-term health of an expanded tree canopy, particularly during periods of drought or extreme heat, by securing dedicated funding through general funds, grants, or partnerships.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| UE-2.5                                                                                                                                                                                                                    | Raise public awareness of the benefits of urban trees to public health and engage residents directly in tree planting and care. Install multilingual educational signage in parks, schools, and along major streets to highlight trees’ role in reducing urban heat island effect, cooling costs, improving air quality, supporting mental health, enhancing biodiversity, and managing stormwater. Partner with the Fernandefio Tataviam Band of Mission Indians (FTBMI) through the Tribally-Informed Urban Forestry Program <sup>13</sup> to co-lead planting events and continue providing culturally grounded tree-care education.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| UE-2.6                                                                                                                                                                                                                    | Promote tree planting downtown through the Urban Greening District initiative by educating business owners on the economic and environmental benefits of increasing tree cover near storefronts and pairing new plantings with culturally relevant murals or public art to celebrate local identity and attract visitors.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

<sup>13</sup> Sikwa’puhawam (Greening Fields). 2025. <https://www.tataviam-nsn.us/community/greening-fields/>

| Action ID                                                                                                                                                                                                                                                                                                      | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| UE-2.7                                                                                                                                                                                                                                                                                                         | Partner with Los Angeles Unified School District and private schools to encourage and permit on-campus planting initiatives, prioritizing street tree planting near schools and within walking routes. Coordinate through Joint-Use Agreements (Program 30 of the Open Space, Conservation, Parks and Recreation Element) to confirm tree planting and green infrastructure improvements provide mutual benefits to students and the broader community. Integrate urban forestry education into school programs using on-site trees and green spaces as hands-on learning tools to teach stewardship, climate resilience, and air quality improvement.                                                                                    |
| UE-2.8                                                                                                                                                                                                                                                                                                         | Maintain active membership with the Los Angeles Region Imagery Acquisition Consortium (LARIAC) <sup>14</sup> to remotely monitor compliance with tree policies and integrate new technology as it becomes available.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| UE-2.9                                                                                                                                                                                                                                                                                                         | Expand the urban forest by planting and maintaining climate-appropriate fruit trees. Partner with community groups, local Tribal nations, schools, and food banks to provide proper care, safe public harvesting, and equitable distribution of fruit, while enhancing shade, biodiversity, and community resilience.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| UE-10                                                                                                                                                                                                                                                                                                          | Support long-term tree maintenance by working with FTBMI and Tree People or similar entities to host bilingual workshops on comprehensive tree care including proper mulching techniques, pruning, seasonal watering techniques, pest and disease identification, soil health management, and leaf care practices to confirm the survival of newly planted trees as well as more mature trees. Information in this program should also include how and when to remove trees that are in poor condition or cause safety concerns.                                                                                                                                                                                                          |
| UE-11                                                                                                                                                                                                                                                                                                          | Partner with Los Angeles Unified School District to convert existing asphalt play areas into green, shaded play spaces by providing permitting support, identifying grant funding opportunities, and coordinating across City departments to streamline approvals. In alignment with Program 31 of the Open Space, Conservation, Parks and Recreation Element, prioritize these projects as small-scale recreational facilities that repurpose underused spaces, incorporate native landscaping and shade structures, and enhance comfort and safety. Engage students, parents/care givers, and community members in the design process to confirm the new spaces reflect local needs and foster environmental education and stewardship. |
| UE-12                                                                                                                                                                                                                                                                                                          | Expand shaded routes to schools by launching a “Cool Routes to School” program that prioritizes tree planting along walking and biking routes within 0.15 miles of schools to improve safety and comfort for students.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Measure UE-3: Increase diversion of landfilled organics in San Fernando to achieve compliance with SB 1383 by expanding food scrap and green waste collection, using recovered organic waste products locally, and partnering with schools and nonprofits to recover surplus edible food for residents.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| UE-3.1                                                                                                                                                                                                                                                                                                         | Work with Republic Services to provide multilingual, audience-specific education on what materials belong in the organics, recycling, and trash bins, and how to properly compost at home or on-site. Develop clear visual guides and short demonstrations for residents (e.g., what goes in kitchen pails and curbside bins) and businesses (e.g., proper separation and bin maintenance). Distribute materials through the City permit counter, grocery stores, schools, farmers’ markets, and community events to boost participation and reduce contamination                                                                                                                                                                         |
| UE-3.2                                                                                                                                                                                                                                                                                                         | Work with regional partners, such as LA Compost and Cottonwood Urban Farm, to establish or facilitate access to a local community compost hub where residents can drop off their organic waste in return for finished compost, attend compost workshops/events, and/or volunteer and connect with the community.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| UE-3.3                                                                                                                                                                                                                                                                                                         | Develop a targeted outreach program for multi-family properties to understand opportunities and barriers to composting and green waste collection. Conduct bilingual engagement with property managers and tenants to gather input on logistics, space constraints, and participation needs. Use this feedback to shape a practical multi-family composting program with clear guidance, bin placement strategies, and support resources.                                                                                                                                                                                                                                                                                                 |
| UE-3.4                                                                                                                                                                                                                                                                                                         | In alignment with S-14.16 of the Safety Element, partner with FTBMI, Los Angeles Unified School District, the Las Palmas Parks Gardening Club, and other interested parties to develop and maintain new community gardens to increase access to fresh produce, enhance green spaces, and foster community resilience.                                                                                                                                                                                                                                                                                                                                                                                                                     |

<sup>14</sup> <https://lariac-lacounty.hub.arcgis.com/>

| Action ID | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| UE-3.5    | Enhance food recovery capacity planning by estimating the amount of edible food disposed of by Tier 1 and Tier 2 generators, streamlining collection and distribution logistics through coordinated route planning and real-time monitoring, and partnering with organizations such as MEND Poverty, St. Ferdinand Church, Lighthouse of San Fernando, La Voz Sylmar SDA Church, Making it Happen Inc., and the Los Angeles Conservation Corps to identify the capacity needed to recover at least 20% of edible food currently wasted. Provide education on the Good Samaritan Law and storage infrastructure needs, and prepare an implementation schedule to expand facilities and recovery operations if needed. |
| UE-3.6    | Partner with entities such as Agromin to meet City’s SB 1383 procurement target of 1,980 tons <sup>15</sup> of recovered organic waste product per year. Prioritize applying locally produced compost in City parks and landscaped areas to enhance soil health, water retention, and stormwater filtration while supporting circular, community-based organics management.                                                                                                                                                                                                                                                                                                                                          |
| UE-3.7    | Develop an Implementation Record Tracking System pursuant to SB 1383 to document compliance with organics recycling and edible food recovery requirements. The system will track key metrics such as program participation, recovered edible food volume, procurement of recovered organic waste products, inspection results, and enforcement actions. Coordinate with Republic Services and local food recovery organizations to streamline data collection and reporting. Confirm records are updated annually, easily auditable, and accessible for CalRecycle review.                                                                                                                                           |

Source: City of San Fernando. 2025. Climate Action and Resilience Plan Draft Measures and Actions

## Open Space, Conservation, Parks and Recreation Element Update

The Open Space, Conservation, Parks and Recreation Element Update establishes new and refined goals, policies, and programs to guide the protection, enhancement, and sustainable management of San Fernando’s natural, cultural, and recreational resources. The element identifies the City’s existing open space, wildlife habitat, water resources, tree canopy, and cultural heritage and includes strategies related to their long-term preservation and equitable access for future generations. The plan identifies current conditions and anticipated challenges such as habitat fragmentation, climate change impacts, urban heat island effects, and limited parkland availability.

Topics addressed in the Open Space, Conservation, Parks and Recreation Element Update include wildlife and habitat conservation, expansion of urban forestry, water quality and supply sustainability, climate adaptation measures, and equitable park access. The element incorporates best practices in nature-based solutions, such as riparian restoration along the Pacoima Wash, drought-tolerant landscaping, and green infrastructure for stormwater management. The element also emphasizes multi-benefit open spaces that combine recreation, habitat value, and urban cooling, alongside strategies for cultural resource preservation and adaptive reuse of historic structures. In addition, the element includes new goals and policies around climate resilience that align with the measures and actions of the CARP.

The Open Space, Conservation, Parks, and Recreation Element is organized into goals and policies related to the topics of wildlife and habitat, natural open space, urban forestry, water resources, climate resilience, parks and recreation, and cultural resources. Refer to Table 4 for the complete list of goals and policies.

<sup>15</sup> CalRecycle Procurement Target for the City of San Fernando, valid until 2027. More information available at: <https://calrecycle.ca.gov/organics/slcp/procurement/recoveredorganicwasteproducts/>

**Table 4 Open Space, Conservation, Parks and Recreation Element Update Goals and Policies**

| Goal                                                                                                                                                                                       | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <b>Wildlife and Habitat</b>                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>GOAL 1.0:</b> Preserve and protect wildlife habitat areas for the maintenance and enhancement of biological diversity and ecological integrity.</p>                                  | <p><b>Policy 1.1. Collaboration for Species Protection.</b> Collaborate with the California Department of Fish and Wildlife, Los Angeles County Flood Control District, and local conservation-focused community-based organizations to identify and implement measures that protect listed species and maintain ecological connectivity in the Pacoima Wash corridor.</p> <p><b>Policy 1.2. Encourage Native Landscaping.</b> Update the Municipal Code to require native or drought-tolerant landscaping in new developments, parks, and public rights-of-way to support local biodiversity and reduce water use. <b>Policy 1.3. Wildlife Connectivity Planning.</b> Identify and enhance potential wildlife movement routes along the Pacoima Wash and other drainage corridors to connect urban green spaces with regional habitat areas.</p> <p><b>Policy 1.4. Pacoima Wash Enhancement.</b> Prioritize the enhancement and restoration of habitat along the Pacoima Wash to support migratory birds and other native species, including the improvement of wetland areas and vegetation.</p>                                                 |
| <p><b>GOAL 2.0</b> Conserve and support natural habitats and key species within the City through targeted preservation efforts in planning decisions.</p>                                  | <p><b>Policy 2.1. Biological Resource Evaluations.</b> Require focused biological resource review for projects located near the Pacoima Wash, existing greenways, or sites containing mature native vegetation to identify and mitigate potential habitat impacts.</p> <p><b>Policy 2.2. Planning for Habitat Conservation.</b> Integrate identified critical habitat data into the City's development regulations and planning decisions.</p> <p><b>Policy 2.3. Construction Monitoring.</b> Require qualified biological monitors during construction in areas supporting sensitive species or riparian habitat to minimize disturbance.</p> <p><b>Policy 2.4. Regional Coordination.</b> Coordinate with Los Angeles County, California Department of Transportation (Caltrans), and regional conservation agencies to align habitat protection with regional connectivity and flood-control projects.</p>                                                                                                                                                                                                                                      |
| <b>Natural Open Space</b>                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>GOAL 3.0</b> Enhance the accessibility, preservation, and multifunctional use of open space areas to support biodiversity, recreation, and community well-being in San Fernando.</p> | <p><b>Policy 3.1. Encourage Open Space Usage.</b> Support improvements that strengthen safe, convenient, and equitable access to the Pacoima Wash Greenway and community parks, encouraging more residents to enjoy these spaces.</p> <p><b>Policy 3.2. Preserve and Enhance Natural Areas.</b> Expand and enhance opportunities for habitat restoration and naturalization within developed and publicly owned lands, such as along the Pacoima Wash, within parks, and through joint-use agreements with private and public schools, using native and pollinator-friendly landscaping guided by biological resources data.</p> <p><b>Policy 3.3. Support Multi-Use Spaces.</b> Enhance existing parks, public rights-of-way, and flood control corridors to function as multi-benefit green spaces that support recreation, habitat value, stormwater management, and urban cooling in the built environment.</p> <p><b>Policy 3.4. Small-Parcel Greening.</b> Establish criteria to identify and convert underutilized public parcels and rights-of-way into pocket parks or greenways that provide shade, habitat, and stormwater capture.</p> |

| Goal                                                                                                                                                  | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <b>Trees and Urban Forestry</b>                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>GOAL 4.0</b> Preserve and expand the urban tree canopy in San Fernando to enhance ecological health, air quality, and the City’s character.</p> | <p><b>Policy 4.1. Tree Preservation.</b> Protect mature native oaks and other significant trees that contribute to San Fernando’s history, character, and environmental quality, using evaluation criteria that consider safety, ecological integrity, and aesthetic value.</p> <p><b>Policy 4.2. Canopy Design Standards.</b> Increase tree canopy coverage by setting measurable canopy targets and ensuring new developments include adequate parkway or setback widths to sustain healthy street trees.</p> <p><b>Policy 4.3. Canopy Maintenance.</b> Maintain and monitor the health of all public trees through proactive pruning, pest management, and replacement to sustain Citywide canopy coverage.</p> <p><b>Policy 4.4. Urban Greening.</b> Identify and map heat-vulnerable neighborhoods and areas lacking canopy cover to prioritize tree planting and green-infrastructure investments.</p> <p><b>Policy 4.5. Green Redevelopment.</b> Integrate tree canopy, habitat corridors, and green infrastructure into areas transitioning from industrial to mixed-use or residential development.</p> <p><b>Policy 4.6. Urban Forestry Management Plan.</b> Implement the Urban Forestry Management Plan to guide planting, maintenance, and monitoring efforts. Review progress every five years and update the Urban Forestry Management Plan as needed.</p> <p><b>Policy 4.7. Tribally-Informed Urban Forestry Partnership.</b> Partner with the Fernandeano Tataviam Band of Mission Indians (FTBMI) through the Tribally-Informed Urban Forestry Program to co-lead tree-planting events, integrate traditional ecological knowledge, and provide culturally grounded tree-care education.</p> |
| <b>Water Quality and Quantity</b>                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>GOAL 5.0</b> Protect and maintain water quality in San Fernando.</p>                                                                            | <p><b>Policy 5.1. Runoff and Groundwater-Considerate Site Planning.</b> Utilize planning, permitting, and site design processes to reduce pollution from stormwater runoff and protect groundwater quality, including low-impact development practices, limiting new impervious surfaces, and incorporating green infrastructure to filter runoff before it reaches water sources.</p> <p><b>Policy 5.2. Sustainable Stormwater Design.</b> Integrate sustainable stormwater-management practices, such as bioswales, rain gardens, and infiltration basins, into all applicable projects to minimize runoff and prevent erosion.</p> <p><b>Policy 5.3. Community-Based Water Stewardship.</b> Promote and implement community-driven approaches to address water quality issues, including public education, local stewardship programs, and collaborative projects that engage residents in protecting and improving local water resources.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>GOAL 6.0</b> Maintain long-term water supply sustainability through effective conservation, efficient use, and community-driven stewardship</p> | <p><b>Policy 6.1. Water Supply Coordination.</b> Expand the coordination with LADWP and MWD to maintain a reliable and diversified water supply through joint infrastructure planning.</p> <p><b>Policy 6.2. Interagency Partnerships.</b> Maintain active partnerships with regional and state agencies to expand and promote conservation rebates, drought-response coordination, and public outreach.</p> <p><b>Policy 6.3. Conservation Measure Compliance.</b> Maintain and strengthen compliance with State and local water conservation regulations by coordinating with regional agencies, monitoring use, and expanding education to reduce water consumption in both residential and nonresidential areas.</p> <p><b>Policy 6.4. Greywater Use.</b> Encourage installation of greywater and recycled-water systems for landscape irrigation in new development and major retrofits.</p> <p><b>Policy 6.5. Municipal Efficiency.</b> Enhance water use efficiency at City facilities by implementing retrofit projects, such as irrigation upgrades, water-efficient fixtures, and drought-tolerant landscaping, and providing education and training for staff.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Goal                                                                                                                                                                                         | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                                                                                                                                                                                              | <p><b>Policy 6.6. Building Retrofit Incentives.</b> Promote available incentives through City communication channels, coordinating with regional agencies on outreach efforts, and streamlining local permitting for qualifying upgrades to support property-owner participation in water-efficiency retrofit and leak detection.</p> <p><b>Policy 6.7. Drought Resilience and Recharge.</b> Collaborate with regional partners to explore small-scale groundwater-recharge and stormwater-capture projects to enhance drought resilience.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Climate Resilience</b>                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>GOAL 7.0</b> Strive to be a climate-resilient community supported by cleaner air, greener spaces, and adaptation to environmental change.</p>                                          | <p><b>Policy 7.1. Urban Heat Island Mitigation.</b> Reduce urban heat-island effects through expanded tree canopy, cool-roof and pavement technologies, and reduced impervious surfaces in public and private projects.</p> <p><b>Policy 7.2. Carbon Sequestration.</b> Preserve, restore, and enhance San Fernando’s vegetation and soil systems that support carbon sequestration and strengthen climate resilience by promoting native and drought-tolerant landscaping, soil health improvements such as compost application, and riparian restoration along the Pacoima Wash to increase shade, reduce heat exposure, improve water retention, and support biodiversity.</p> <p><b>Policy 7.3. Climate-Adaptation Coordination.</b> Coordinate with Los Angeles County, LADWP, and regional partners to implement nature-based adaptation projects consistent with the Safety Element’s climate change strategies, the City’s CARP, and regional frameworks such as the Los Angeles County Sustainability Plan and Southern California Association of Governments’ (SCAG) Regional Climate Adaptation Framework.</p> <p><b>Policy 7.4. Community Mitigation.</b> Improve community health and sustainability by reducing greenhouse-gas emissions and expanding clean-energy adoption through energy-efficiency programs, renewable energy installations, and electrification incentives, and by coordinating with regional climate action and adaptation plans to align local implementation efforts.</p> <p><b>Policy 7.5. Funding and Implementation Alignment.</b> Pursue state and federal funding for green-infrastructure and resilience projects that deliver multiple benefits for public health, open space, and climate adaptation.</p> |
| <b>Recreational Parks and Open Space</b>                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>GOAL 8.0</b> Provide accessible and connected parks and recreational facilities while encouraging community involvement to ensure equitable access for all San Fernando residents.</p> | <p><b>Policy 8.1. Park Access Mapping and Equity Analysis.</b> Regularly identify and map neighborhoods with limited access to parks and recreational facilities using geographic and demographic data to guide equitable park investment, programming, and future site selection.</p> <p><b>Policy 8.2. Parks Investment Prioritization.</b> Give highest priority to developing and enhancing parks in neighborhoods with limited access to open space and recreational facilities, emphasizing improvements that increase shade, reduce heat exposure, and expand opportunities for active and passive recreation.</p> <p><b>Policy 8.3. Park Accessibility.</b> Improve accessibility and ease of travel to parks and recreation areas by enhancing safe walking, rolling, biking, and transit connections and removing physical and design barriers.</p> <p><b>Policy 8.4. Advance Park Connectivity Projects.</b> Advance projects such as the Pacoima Wash Connectivity Project to establish a robust network of walking and biking trails that link parks and open spaces.</p> <p><b>Policy 8.5. Enhance Park Stewardship.</b> Expand the City’s existing recreational programs to include clean-up initiatives, tree planting drives, and recreational programs offered by the Recreation and Community Services Department.</p> <p><b>Policy 8.6. Inclusive Park Design.</b> Incorporate universal-design and ADA-compliant features in all park renovations and new recreational facilities.</p>                                                                                                                                                                                                                                             |

| Goal                                                                                                                                                        | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                                                                                                                                                             | <p><b>Policy 8.7. Joint-Use Partnerships.</b> Expand joint-use agreements with Los Angeles Unified School District and other institutions to increase public access to school-based recreational facilities.</p> <p><b>Policy 8.8. Park Biodiversity and Habitat Connectivity.</b> Restore native vegetation and strengthen ecological linkages between parks, the Pacoima Wash, and regional habitat corridors.</p> <p><b>Policy 8.9. Park Safety and Activation.</b> Improve park safety and activation through enhanced lighting, programming, and partnerships with community groups and local law enforcement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Cultural Resources</b>                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>GOAL 9.0</b> Celebrate the City’s historic identity by preserving and reimagining its historic buildings as active, valued parts of the community</p> | <p><b>Policy 9.1. Adaptive Reuse.</b> Preserve and revitalize historic structures, particularly those within and around Downtown San Fernando, through adaptive reuse and context-sensitive rehabilitation that maintain character-defining features, promote sustainability, and contribute to the vitality.</p> <p><b>Policy 9.2. Historic Resource Preservation.</b> Maintain and expand long-term preservation of historic resources through creative, energy-efficient rehabilitation and compatible new uses that reinforce community identity.</p> <p><b>Policy 9.3. Historic Resource Harm Prevention.</b> Strengthen ongoing efforts to prevent the misuse, disrepair, and demolition of historic resources and buildings by promoting regular maintenance, early identification of at-risk sites, and collaboration with property owners.</p> <p><b>Policy 9.4. Cultural Interpretation and Education.</b> Enhance and broaden public appreciation of San Fernando’s diverse cultural history through heritage signage, walking tours, and interpretive exhibits at key historic sites.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>GOAL 10.0</b> Preserve archaeological, tribal, and historic resources for future generations to protect and honor the City’s cultural heritage.</p>   | <p><b>Policy 10.1. Archaeological Resource Protection.</b> Safeguard prehistoric and historic archaeological sites through early identification, avoidance, and preservation in coordination with qualified professionals.</p> <p><b>Policy 10.2. Tribal Engagement.</b> Engage early with local Native American tribes to identify, protect, and manage tribal cultural resources during planning and development review, extending beyond legally mandated consultation to include voluntary coordination, co-stewardship opportunities, and integration of traditional ecological knowledge in City planning and management activities.</p> <p><b>Policy 10.3. Tribal Partnership and Cultural Collaboration.</b> Establish ongoing partnerships with the Fernandeano Tataviam Band of Mission Indians (FTBMI) and other interested tribes to co-develop cultural programs, heritage education, and stewardship initiatives that celebrate Indigenous history and strengthen community awareness of traditional ecological knowledge.</p> <p><b>Policy 10.4. Archaeological Documentation.</b> Inventory and document archaeological sites, in collaboration with Tribal governments and with consent-based data collection practices, for potential inclusion in state or national registers and integrate findings into City GIS databases consistent with cultural resource confidentiality requirements.</p> <p><b>Policy 10.5. Integrated Cultural Stewardship.</b> Align City policies to ensure coordinated protection and management of historic, archaeological, and tribal resources across departments.</p> <p><b>Policy 10.6. Compatible Infill Design.</b> Update and enforce design standards to require new construction within historic areas to complement existing architectural scale, form, and materials, consistent with the City’s design guidelines and preservation objective.</p> |
| <p>Source: City of San Fernando. 2025. Draft Open Space, Conservation, Parks and Recreation Element</p>                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

## Mobility Element Update

The Mobility Element Update establishes new and refined goals, policies, and implementation measures to guide the development of a safe, efficient, and sustainable transportation network for the City of San Fernando. The element identifies the City’s existing roadway, transit, active transportation, and goods movement systems, and set strategies to improve multimodal connectivity, reduce congestion, and enhance neighborhood livability. The element addresses current conditions and anticipated challenges such as climate change impacts, extreme heat, traffic safety, and equitable access to mobility options, while promoting integrated solutions that advance community health and resilience.

Topics addressed in the Mobility Element Update include roadway classification and design standards, transit service expansion and integration with the East San Fernando Valley Light Rail Transit Project, pedestrian and bicycle network connectivity, truck route management, parking and curb space optimization, and transportation demand management strategies to reduce vehicle miles traveled (VMT). The element would incorporate best practices in Complete Streets design, climate adaptive infrastructure, and Vision Zero safety principles, requiring that mobility improvements support various users regardless of age or ability.

The Mobility Element Update is organized into goals and policies related to the topics of street network and safety, climate resilience, active transportation, transit access, goods movement, parking and curb management, and transportation demand management. Refer to Table 5 for the complete list of goals and policies.

**Table 5 Mobility Element Update Goals and Policies**

| Goal                                                                                                                                                         | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <p><b>GOAL 1.0:</b> Provide a safe, efficient, and well-maintained street network that balances regional connectivity with neighborhood quality of life.</p> | <p><b>Policy 1.1. Street Hierarchy.</b> Expand and update the roadway classification system to reflect San Fernando’s compact grid and neighborhood character, addressing gaps where current classifications do not align with multimodal function or context to better guide context-sensitive street design.</p> <p><b>Policy 1.2. Regional Coordination.</b> Coordinate roadway improvements and designs with adjacent jurisdictions and regional transportation agencies to ensure continuity and safety across jurisdictional boundaries as well as enhance regional access where freeway interchanges and major transit projects are located just outside the City limits.</p> <p><b>Policy 1.3. Traffic Calming.</b> Encourage context-appropriate traffic calming measures to reduce speeding and enhance safety in residential neighborhoods and pedestrian-priority areas such as Downtown and near schools, parks, and senior housing.</p> <p><b>Policy 1.4. Maintenance Prioritization.</b> Prioritize street maintenance and upgrades first to address safety risks and equity needs in vulnerable communities, followed by improvements based on pavement condition, collision history, and usage levels along key corridors such as San Fernando Road, Maclay Avenue, and Truman Street.</p> <p><b>Policy 1.5. Complete Streets.</b> Incorporate and enhance Complete Streets principles in all transportation and development projects to ensure new and retrofitted streets actively improve multimodal safety, comfort, and access beyond baseline State requirements.</p> <p><b>Policy 1.6. Retrofit for Multimodal Access.</b> Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible with priority given to streets connecting to Downtown, schools, and regional transit stops.</p> <p><b>Policy 1.7. Wayfinding.</b> Improve safety and user experience by establishing a consistent and well-designed Citywide wayfinding system that addresses the current lack of signage and helps people of all travel modes navigate efficiently and confidently to key destinations such as Downtown, transit hubs, and civic facilities.</p> |

| Goal                                                                                                                                                                                                           | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                                                                                                                                                                                                | <p><b>Policy 1.8. Connected Community Hubs.</b> Support the development of multifunctional hubs that co-locate emergency preparedness resources with transportation amenities in vulnerable and underserved neighborhoods such as the southern neighborhoods near Glenoaks Boulevard and the Pacoima Wash corridor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>GOAL 2.0</b> Design and maintain a transportation network that remains safe, functional, and comfortable under increasing temperatures and changing climatic conditions.</p>                             | <p><b>Policy 2.1. Climate-Ready Transportation.</b> Design, construct, and maintain transportation facilities, including streets, sidewalks, and transit stops, to withstand rising temperatures and prolonged heat events to protect users and infrastructure.</p> <p><b>Policy 2.2. Shaded and Comfortable Transportation.</b> Improve comfort and safety for transit riders and active transportation users by increasing shade and cooling amenities at bus stops, along sidewalks, and at bicycle facilities.</p> <p><b>Policy 2.3. Heat Exposure Reduction.</b> Integrate tree canopy, landscaped buffers, and other cooling features along transportation corridors and pedestrian routes to mitigate urban heat exposure.</p> <p><b>Policy 2.4. Monitoring and Maintenance for Climate Resilience.</b> Regularly monitor pavement conditions, signage, and other transportation infrastructure for heat-related wear and degradation and incorporate resilience standards into capital improvement planning.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><b>GOAL 3.0</b> Develop a connected, safe, and accessible network of pedestrian and bicycle facilities that promote walking, rolling, and biking as viable, equitable and sustainable modes of transit.</p> | <p><b>Policy 3.1. Plan Implementation.</b> Implement the recommendations from the City’s Safe and Active Streets Implementation Plan and future updates.</p> <p><b>Policy 3.2. Network Connectivity.</b> Address gaps in the pedestrian and bikeway networks, especially near schools, parks, along the railway corridor, and key commercial corridors through targeted maintenance programs, grant-funded improvements, and partnerships with Metro and LA County for multimodal linkages.</p> <p><b>Policy 3.3. Universal Design.</b> Ensure all pedestrian and bicycle infrastructure meets or exceeds ADA and Caltrans design standards and incorporates universal-design features that improve access for seniors, youth, and people with disabilities.</p> <p><b>Policy 3.4. Education and Outreach.</b> Promote education and outreach campaigns to encourage safe and courteous walking and biking behavior through coordinated Safe Routes to School programs and community safety initiatives.</p> <p><b>Policy 3.5. Safe System.</b> Implement a safe systems approach to the transportation system to reduce the number of serious and fatal injuries by prioritizing high-injury streets and intersections for safety upgrades, data-driven enforcement, and infrastructure redesign.</p> <p><b>Policy 3.6. High-Injury Network Implementation.</b> Identify, map, and regularly update the City’s High-Injury Network consistent with Senate Bill 932, and prioritize safety improvements and funding for these corridors to eliminate serious and fatal crashes.</p> |
| <p><b>GOAL 4.0</b> Expand and improve transit options, connections, and facilities to reduce auto dependence and support equitable, multimodal mobility.</p>                                                   | <p><b>Policy 4.1. Service Expansion.</b> Work with Metro LADOT, LA County, and other regional transit providers to expand local transit coverage, increase route frequency, and improve service access in underserved neighborhoods and employment centers such as Downtown, Maclay Avenue, and First Street.</p> <p><b>Policy 4.2. Transit Priority Corridors.</b> Designate transit priority corridors, including Truman Street and San Fernando Road, and enhance them with upgraded bus shelters, real-time arrival information, accessible boarding areas, and dedicated transit lanes or signal priority where feasible.</p> <p><b>Policy 4.3. First/Last Mile Connections.</b> Improve pedestrian, bicycle, and micro-mobility access to transit stops and stations through safety upgrades, protected crossings, and wayfinding consistent with Metro’s First/Last-Mile guidelines.</p> <p><b>Policy 4.4. Light Rail Integration.</b> Support the completion of, operation of, and access to the East San Fernando Valley Light Rail Transit Project and ensure seamless connections with the City’s planned multimodal network and local circulation system.</p> <p><b>Policy 4.5. Trolley Modernization and Connectivity.</b> Enhance the San Fernando Trolley system by expanding routes and service frequency, improving branding and real-time information, and modernizing the fleet to support reliable, accessible, and sustainable local transit connections.</p>                                                                                                  |

| Goal                                                                                                                                                                                            | Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p><b>GOAL 5.0</b> Promote safe, efficient, and environmentally responsible movement of goods that supports the City's economy while minimizing community impacts.</p>                          | <p><b>Policy 5.1. Designated Routes.</b> Maintain and update as-needed, designated truck routes to support freight access while protecting residential and pedestrian-oriented areas from cut-through truck traffic.</p> <p><b>Policy 5.2. Industrial Access.</b> Ensure that freight movement infrastructure supports industrial and commercial areas, including key corridors such as Truman Street and Brand Boulevard.</p> <p><b>Policy 5.3. Emission Reductions.</b> Support the transition to low- and zero-emission freight vehicles and related infrastructure such as compressed natural gas and electric charging infrastructure.</p> <p><b>Policy 5.4. Regional Coordination.</b> Coordinate with regional agencies to manage goods movement across jurisdictional boundaries and support safe connections to freeways and rail facilities.</p>                                                                                                                                                                                                                                                             |
| <p><b>GOAL 6.0</b> Manage parking and curb space to support local businesses, reduce congestion, and balance the needs of all users.</p>                                                        | <p><b>Policy 6.1. Demand-Based Management.</b> Implement demand-responsive parking management strategies to maximize availability, reduce unnecessary circulation, and support efficient use of limited curb space in Downtown and other high-demand areas.</p> <p><b>Policy 6.2. Multi-Use Curb Zones.</b> Designate curb space to accommodate a variety of users, including short-term parking, rideshare drop-offs, loading, bikes, and transit, with clear signage and time-of-day designations to balance residential and commercial needs.</p> <p><b>Policy 6.3. Smart Technology.</b> Use real-time data and digital tools to inform parking availability, pricing, and enforcement, and evaluate opportunities for integration with regional payment platforms and EV charging management systems.</p> <p><b>Policy 6.4. Residential Protection.</b> Protect residential neighborhoods from spillover parking through expanded Residential Parking Permit (RPP) zones, data-driven time limits, and neighborhood-scale curb management strategies that preserve access for residents and reduce conflicts.</p> |
| <p><b>GOAL 7.0</b> Reduce vehicle miles traveled (VMT) and single-occupancy vehicle trips by promoting transportation demand management (TDM) strategies and sustainable land use patterns.</p> | <p><b>Policy 7.1. Employer Programs.</b> Encourage local employers to implement commuter benefit programs, such as pre-tax transit passes, bike amenities, and telecommuting options, with emphasis on employment centers and industrial corridors near high-frequency transit routes.</p> <p><b>Policy 7.2. Mixed-Use Development.</b> Support compact, mixed-use development near transit corridors and Downtown to shorten trip lengths, reduce vehicle dependence, and strengthen access to daily needs by walking, biking, or transit.</p> <p><b>Policy 7.3. TDM Requirements.</b> Establish transportation demand management requirements for major employers and new large-scale residential or commercial projects to ensure provision of multimodal facilities, shared mobility options, and long-term monitoring of program effectiveness.</p>                                                                                                                                                                                                                                                               |

Source: City of San Fernando. 2025. Draft Mobility Element.

## 6. Cumulative Scenario

For purposes of CEQA cumulative impacts analysis of the proposed plans, the cumulative scenario is the projected population, employment, and housing for the City in 2030 utilized in developing the proposed plans and the anticipated cumulative development to accommodate that growth. The GHG emissions forecasts developed in the CARP were based on the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) demographic forecasts and 6<sup>th</sup> Cycle Regional Housing Needs Assessment. As described in the CARP, San Fernando is anticipated to have approximately 25,700 residents, 12,247 jobs, and 8,762 households in the year 2030, representing the cumulative scenario for the proposed plans.<sup>16</sup>

<sup>16</sup> City of San Fernando. 2025. Draft CARP. November 2025.

## 7. Required Approvals

### **City of San Fernando**

Required approvals by the San Fernando City Council include:

- adoption of the CARP;
- adoption of the General Plan Update for the Open Space, Conservation, Parks and Recreation Element and Mobility Element; and
- approval of the CEQA Common Sense Exemption covering the proposed plans.

Although individual plans or projects may be physically implemented later under the umbrella of the proposed plans, each individual plan or project would be subject to separate environmental review under CEQA, as applicable once project details and location specifics are known.

### **Other Public Agencies**

The City of San Fernando has sole approval authority regarding the proposed plans and this CEQA Common Sense Exemption. There are no other public agencies whose approval is required.

## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- |                                                    |                                                             |                                                             |
|----------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

## Determination

Based on this initial evaluation, I find that the Updates will not result in a physical change to the environment that would have a significant effect on the environment and is therefore subject to the Common Sense Exemption pursuant to CEQA Guidelines Section 15061(b)(3)).

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Signature

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Date

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Printed Name

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Title

# Environmental Checklist

## 1 Aesthetics

|                                                                                                                                                                                                                                                                                                                                                                            | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Except as provided in Public Resources Code Section 21099, would the project:                                                                                                                                                                                                                                                                                              |                                |                                                    |                              |                                     |
| a. Have a substantial adverse effect on a scenic vista?                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?                                                                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

### Environmental Setting

Scenic views generally refer to visual access to, or the visibility of, a particular natural or man-made visual resource from a given vantage point or corridor. Focal views focus on a particular object, scene, setting, or feature of visual interest. Panoramic views, or vistas, provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over urban or natural areas that provide a geographic orientation and view not commonly available. Examples of panoramic views might include an urban skyline, a valley, a mountain range, the ocean, or other water bodies.

The San Fernando General Plan does not identify designated scenic vistas within San Fernando. However, San Fernando Road offers long-range views of the San Gabriel Mountains to the north and northeast at intersections with Brand Boulevard, San Fernando Mission Boulevard, and Rinaldi Street, among others. Along the extent of San Fernando Road, shops and restaurants in older commercial areas have renewed facades, awnings, street trees and other pedestrian amenities, and intersection improvements; these are visible to people traveling in both directions of the roadway

or on the pedestrian walkways, and the south facing foothills of the Santa Susanna Mountains can be glimpsed beyond the built environment looking northwest.<sup>17</sup>

Similarly, the roughly east/west oriented Maclay Avenue affords views of the San Gabriel Mountains beyond the Spanish-style influenced commercial architecture along that boulevard. This roadway is one of six districts identified in the San Fernando Corridors Specific Plan as clearly defined districts, the redevelopment of which would lead to a city-wide revitalization and create a sense of place, where views of the built and natural environments would contribute to a sense of place for San Fernando, that would help to differentiate it from what the Specific Plan calls the “sprawl” of the surrounding, greater Los Angeles metropolitan area.

At Glenoaks Boulevard and Hubbard Street, views of the nearby mountains are more accessible from the public roadways at San Fernando’s northly border with Los Angeles. Existing development in this area is largely one story, although billboards, above-ground electrical transmission lines, and a mix of plastic panel and box signs with peeling letters are placed on aging office or commercial uses, some of which obscure or interfere with the quality of the long-range views.<sup>18</sup>

San Fernando is an urbanized city that is part of the greater Los Angeles metropolitan area. While many of the major roadways that traverse San Fernando offer the views described above, with the residential and commercial development in the foreground and middle ground, and long-range views toward the nearby mountains visible in the distance, existing two-story development and mature landscape trees limit panoramic views of the natural landscape.

## **Impact Analysis**

### *a. Would the project have a substantial adverse effect on a scenic vista?*

An adverse effect would occur if the proposed plans would block or otherwise damage a publicly accessible scenic vista upon implementation. Generally, the development and landscaped vegetation throughout San Fernando already blocks surrounding views.

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in impacts to scenic vistas. Future projects that occur during implementation of the proposed plans would be required to adhere to applicable City development zoning, regulations, and guidelines, including San Fernando Municipal Code Chapter 106 Article V, Division 6, Site Plan Review, which requires all development proposals to be checked for conformity with the General Plan, applicable specific plans, and adopted design guidelines.<sup>19</sup> Compliance with the San Fernando Municipal Code and General Plan would require that potential future infrastructure development and redevelopment related to the proposed plans

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<sup>17</sup> San Fernando, City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci-san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed November 2025.

<sup>18</sup> San Fernando, City of. 2021. San Fernando Housing Element Update IS-MND. Available: [https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy\\_e0u6ine\\_zc93XdsEnsYBbnIUpmRTXQtbm00hcD48B7k1AJYQ14vfartTzMRtuoZ0mr1-iRbi0](https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy_e0u6ine_zc93XdsEnsYBbnIUpmRTXQtbm00hcD48B7k1AJYQ14vfartTzMRtuoZ0mr1-iRbi0). Accessed November 2025.

<sup>19</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 106 Article V, Division 6. Site Plan Review. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH106ZO\\_ARTVAD\\_DIV6SIPLRE](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH106ZO_ARTVAD_DIV6SIPLRE). Accessed November 2025.

would be integrated with the existing character of the San Fernando community, minimizing potential impacts to scenic vistas. Further, the proposed plans include goals and policies that would preserve and enhance parks and open space areas, from which public scenic vistas are often available, such as Open Space, Conversation, Parks and Recreation Element Goal 3.0 that aims to enhance the accessibility, preservation, and multifunctional use of open space areas to support biodiversity, recreation, and community well-being in San Fernando. Therefore, the proposed plans would result in no impact related to scenic vistas.

**NO IMPACT**

- b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

According to the California Department of Transportation, there are no State-designated scenic highway sections within or near San Fernando.<sup>20</sup> The nearest designated Scenic Highways are SR 27 and SR 2 located approximately 16 miles southwest and 14 miles east, respectively. San Fernando is not visible from these highways due to the distance and intervening development between the City and the highways. The closest eligible scenic highway is Interstate 210 located directly northeast of San Fernando. However, as mentioned above, generally, the development and landscaped vegetation throughout San Fernando already blocks surrounding views, and the proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Therefore, the proposed plans would result in no impact related to scenic resources within State scenic highways.

**NO IMPACT**

- c. Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

San Fernando is categorized as an urbanized City as it is within the Los Angeles Metropolitan area and largely built out with a mix of residential neighborhoods and commercial corridors. The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. As such, the proposed plans would not result in conflicts with applicable zoning and other regulations governing scenic quality. Future projects that occur during implementation of the proposed plans would be reviewed for consistency with the applicable requirements to the City's Zoning Ordinance and adopted goals and policies of the San Fernando General Plan, as specified in San Fernando Municipal Code Chapter 106 Article V, Division 6, Site

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<sup>20</sup> California Department of Transportation. 2025. California State Scenic Highway System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed August 2025.

Plan Review.<sup>21</sup> Therefore, the proposed plans would result in no impact related to visual character of the City or consistency with applicable regulations governing scenic quality.

**NO IMPACT**

*d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

San Fernando is an urbanized community and contains many existing sources of light and glare including street and vehicle lighting, security lighting, interior and exterior building lighting, and reflective building materials.

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. As such, the proposed plans would not result in intensified development and associated sources of light and glare. Future projects that occur during implementation of the proposed plans would be reviewed for consistency with the applicable requirements of CCR Title 24 lighting standards (CCR Title 24 Part 6) and Chapter 106 Article III, Division 5, Lighting, which lists requirements for exterior lighting to limit glare and light trespass, including nighttime light trespass.<sup>22, 23</sup> In addition, future projects and actions would be reviewed for consistency with the San Fernando General Plan and other applicable regulatory land use actions prior to approval. Compliance with these regulations would minimize environmental impacts related to light and glare by limiting the use of highly reflective materials and requiring the shielding of exterior lighting. Therefore, the proposed plans would result in no impact related to light and glare.

**NO IMPACT**

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<sup>21</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 106 Article V, Division 6. Site Plan Review. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH106ZO\\_ARTVAD\\_DIV6SIPLRE](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH106ZO_ARTVAD_DIV6SIPLRE). Accessed November 2025.

<sup>22</sup> California Energy Commission (CEC). 2021. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Available: <[https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010\\_CMF.pdf](https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf)>. Accessed November 2025.

<sup>23</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 106 Article III, Division 5. Lighting. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH106ZO\\_ARTIIIIGERE\\_DIV5LI](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH106ZO_ARTIIIIGERE_DIV5LI). Accessed November 2025.

# 2 Agriculture and Forestry Resources

|  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|

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?                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando is characterized primarily by urban and suburban development. Maps prepared pursuant to the Farmland Mapping and Monitoring Program identify San Fernando as Urban and Built-up Land. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped within the City.<sup>24</sup>

<sup>24</sup> California Department of Conservation. 2022. California Important Farmland Finder Map. Available: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed November 2025.

Likewise, according to the Department of Conservation records, Los Angeles County did not participate in the 2024 Williamson Act; thus, no Williamson Act contracts exist in San Fernando.<sup>25</sup> Furthermore, the San Fernando Zoning Map indicates that no areas are currently zoned for agricultural use.<sup>26</sup>

“Forest land” is defined in Public Resources Code (PRC) Section 12220(g) pursuant to the California Forest Legacy Program Act of 2007 as land that can support 10 percent or more native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. “Timberland” is defined in PRC Section 4526 as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products. San Fernando does not contain any forest land or timber land or land designated or zoned for timberland or timberland production.<sup>27</sup>

## **Impact Analysis**

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use*

San Fernando contains no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or areas with agricultural General Plan land use or zoning designations. As such, the proposed plans would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural uses, or conflict with existing zoning and existing Williamson Act contracts. Therefore, the proposed plans would result in no impact related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing agricultural zoning or San Fernando General Plan land use designations.

## **NO IMPACT**

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<sup>25</sup> California Department of Conservation. 2025. Williamson Act Enrollment Finder. Available: [https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/#data\\_s=id%3AdataSource\\_1-196837250e2-layer-6-196837251d1-layer-8%3A19](https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/#data_s=id%3AdataSource_1-196837250e2-layer-6-196837251d1-layer-8%3A19). Accessed November 2025.

<sup>26</sup> San Fernando, City of. 2025. Zoning Map. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/08/Updated-Zoning-Map-3-12-2025.pdf>. Accessed November 2025.

<sup>27</sup> San Fernando, City of. 2025. Zoning Map. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/08/Updated-Zoning-Map-3-12-2025.pdf>. Accessed November 2025.

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c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

San Fernando does not contain forest or timberland resources or areas of the City have General Plan land use or zoning designations of forest land, timberland, or Timberland Production. The proposed plans do not include actions that would result in the loss of forest land or the conversion of forest land to non-forest uses or conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. In addition, the proposed plans include policies and programs aimed at protecting the City's natural resources and strengthening the City's urban forest. These include Open Space, Conversation, Parks and Recreation Element Policy 3.2 that aims to preserve and enhance natural areas and Policy 4.6 that aims to implement the Urban Forestry Management Plan to guide planting, maintenance, and monitoring efforts. Therefore, the proposed plans would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning.

**NO IMPACT**

### 3 Air Quality

|                                                                                                                                                                                                   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                |                                |                                                    |                              |                                     |
| a. Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

#### Environmental Setting

San Fernando is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor criteria air pollutant levels to document that State and federal air quality standards (e.g., State and federal Clean Air Acts standards) are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in nonattainment for the State and federal criteria air pollutant standards for ozone, the State and federal criteria air pollutant standards for PM<sub>2.5</sub> (particulate matter up to 2.5 microns in size), and the State criteria air pollutant standard for PM<sub>10</sub> (particulate matter up to 10 microns in size), and the federal criteria air pollutant standard for lead. Thus, it must prepare a plan for improvement.<sup>28</sup>

The SCAQMD Air Quality Management Plan (AQMP) provides a blueprint for improving the Air Basin air quality, achieving criteria air pollutant standards, and protecting public health as well as the climate. The previous AQMP was developed in 2016 and addressed the 1997 8-hour and 2008 8-hour ozone standards, as well as PM<sub>2.5</sub> standards.<sup>29</sup> The current AQMP (2022) is focused on attaining

<sup>28</sup> SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. Available: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf>. Accessed November 2025.

<sup>29</sup> SCAQMD. 2016. 2016 AQMP. Available: [https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=f138de61\\_15](https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=f138de61_15). Accessed December 2025.

the 2015 8-hour ozone standard of 70 parts per billion (ppb). The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides (NOx) technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour criteria air pollutant ozone standard.<sup>30</sup>

The 2022 AQMP explains that the magnitude of NOx (a precursor to ozone formation) emissions reduction required to meet federal criteria air pollutant standards is so high that the only way to achieve the required reductions is through extensive use of zero emission technologies across all stationary and mobile sources. However, SCAQMD only has jurisdiction over approximately 20 percent of NOx emissions (with the United States Environmental Protection Agency [USEPA] and California Air Resources Board [CARB] having jurisdiction over the remainder of emissions). This 20 percent jurisdiction is largely related to stationary pollution sources, while the majority of pollutants come from mobile sources. Thus, in order to meet the ozone criteria air pollutant standards, there must be widespread adoption of zero emissions technologies across all mobile sectors and stationary sources, large and small. SCAQMD must rely on current technologies as well as investment in new, future zero emissions technologies to reach this goal.<sup>31</sup>

In addition to criteria air pollutants, California regulates toxic air contaminants (TACs) through the California Air Toxics Program. A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. Common sources of TACs include vehicles and equipment burning diesel fuel and industrial processes.

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.<sup>32</sup> Within the City of San Fernando, existing odor-producing facilities are primarily auto-related businesses located along North Maclay Avenue and San Fernando Mission Boulevard.

## **Impact Analysis**

### *a. Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The proposed plans do not contain any policies that would conflict with or hinder implementation of the control measures in the 2022 AQMP. Rather, the proposed plans are policy documents that include policies to reduce GHG emissions, with co-benefits to air quality, and align with the goals of the 2022 AQMP to improve air quality in the Air Basin, meet State and national air quality standards, and reduce exposure of sensitive receptors to toxic air contaminants. Such policies include CARP

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<sup>30</sup> SCAQMD. 2022. 2022 AQMP. Available: [https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/03-es.pdf?sfvrsn=95c5bd61\\_6](https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/03-es.pdf?sfvrsn=95c5bd61_6). Accessed November 2025.

<sup>31</sup> Ibid.

<sup>32</sup> California Air Resources Control Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: <http://forms.Beverly Hills.org/inc/pdf/SR85/Exhibit%20G%20-%20CARB%20Air%20Quality%20and%20Land%20Use%20Handbook%202005.pdf>. Accessed November 2025.

Measures MLU-1 through MLU-4 that would address transportation sector emissions through the promotion of public transit and active modes of transportation and through preparing San Fernando for widespread zero-emission vehicle adoption. Additionally, Mobility Element Update Goals 3.0, 4.0, and 7.0 aim to reduce VMT across San Fernando by promoting mode shift to alternative forms of transportation and TDM measures. As such, the proposed plans would complement the 2022 AQMP in reducing air pollutant emissions within San Fernando. Therefore, the proposed plans would have no impact related to implementation of the applicable air quality plan.

**NO IMPACT**

- b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in new criteria air pollutant emissions or the exposure of sensitive receptors to substantial pollutant concentrations. Future projects involving construction activities that occur during implementation of the proposed plans would undergo project-specific review to address potential temporary construction air quality impacts. Future projects that occur during implementation of the proposed plans would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. The long-term implementation of the proposed plans would have co-benefits to air quality, including reduced air pollutant emissions within the City. Therefore, the proposed plans would result in no impact related to criteria pollutant emissions and the exposure of sensitive receptors to substantial pollutant concentrations.

**NO IMPACT**

- d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The occurrence and severity of potential odor impacts depends on a number of factors, including the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location, each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.<sup>33</sup>

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<sup>33</sup> California Air Resources Control Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: <http://forms.Beverly Hills.org/inc/pdf/SR85/Exhibit%20G%20-%20CARB%20Air%20Quality%20and%20Land%20Use%20Handbook%202005.pdf>. Accessed November 2025.

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The proposed plans would not facilitate development, such as sewage treatment plants or landfills, that could create substantial odors. Therefore, the proposed plans would result in no impact related to odors exposure.

**NO IMPACT**

# 4 Biological Resources

|                                                                                                                                                                                                                                                                                                                      | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                   |                                |                                                    |                              |                                     |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

“Special-status” species are either federally or State-listed as endangered, threatened, or sensitive. “Endangered” species are those considered in imminent danger of extinction due their limited numbers. “Threatened” species refers to those likely to become endangered within the foreseeable future, primarily on a local scale. “Sensitive” species are those that are naturally rare or have been locally depleted or put at risk by human activities.

San Fernando is an entirely built out urban City surrounded by similarly built-out urban areas. There is no large open space within or near San Fernando. Wildlife corridors often overlap land designated as open space, but as there are no wildland open spaces within San Fernando, natural wildlife corridors do not exist within San Fernando. Because San Fernando is largely built out, there is a very low likelihood that habitat for listed species would occur within San Fernando. According to the USFWS Critical Habitat for Threatened and Endangered Species Map, there is no critical habitat within San Fernando. The closest critical habitat to San Fernando is approximately three miles to the southeast and is identified as critical habitat for the Southwestern willow flycatcher (*Empidonax traillii extimus*).<sup>34</sup> However, migratory and nesting birds protected by Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFG) and the Migratory Bird Treaty Act (MBTA) may utilize trees, landscaping, and structures throughout San Fernando for nesting habitat.

## Impact Analysis

- 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 Wildlife or U.S. Fish and Wildlife Service?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in impacts related to wildlife species identified as candidate, sensitive, or special status. Future projects that occur during implementation of the proposed plans would undergo project-specific developmental review to address potential impacts and would be required to comply with the relevant State and federal regulations including the CFGC and MBTA. In addition, the proposed plans would implement policies which would require protection of special status wildlife and plant species in the City, including nesting birds. For example, the Open Space, Conservation, Parks and Recreation Element Update Goals 1.0 through 4.0 aim to protect natural and wildlife habitats to maintain and enhance biological diversity and ecological integrity, including urban forests. These goals and policies call for native landscaping, enhancement of the Pacoima Wash for improved wetland and migratory bird habitat, and small parcel greening to create microhabitats. In addition, Open Space, Conservation, Parks and Recreation Element Update Policy 2.3 calls for construction monitoring during construction in areas supporting sensitive species or riparian habitat to minimize disturbance.

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<sup>34</sup> USFWS 2025. Critical Habitat Map. Available: [https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS\\_Critical\\_Habitat/FeatureServer&source=sd](https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS_Critical_Habitat/FeatureServer&source=sd). Accessed November 2025.

Furthermore, CARP Action UE-2.3 aims to implement the Urban Greening District and Design Standards (Programs 23 and 24 of the Open Space, Conservation, Parks and Recreation Element Update) by planting large-canopy trees in public spaces and new developments that in turn could provide habitat for nesting birds and urban wildlife. Therefore, the proposed plans would result in no direct or indirect impact related to candidate, sensitive, or special-status species.

**NO IMPACT**

- 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 Wildlife or U.S. Fish and Wildlife Service?*
- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

San Fernando is a fully urbanized, landlocked city with the Pacoima Wash being the only water course within the City. In San Fernando, the Pacoima Wash is channelized and encased in concrete, and there is no wetland or riparian habitat associated with the Pacoima Wash in the City. According to the National Wetlands Inventory, there are no mapped wetlands or riparian areas in San Fernando.<sup>35</sup> In addition, the Open Space, Conservation, Parks and Recreation Element Update Policies 1.4 and 2.3 call for enhancement of the Pacoima Wash and construction monitoring during construction in areas supporting sensitive or riparian habitat to minimize disturbance. Furthermore, the proposed plans would help enhance habitat and protect species. As such, there would be no direct removal, filling, or hydrological interruption of riparian habitat, sensitive natural communities, or wetlands. and. Therefore, the proposed plans would result in no impact related to riparian habitat, wetlands, or other protected sensitive natural community.

**NO IMPACT**

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

San Fernando is a highly urbanized community with no mapped critical habitat, wetlands, or riparian areas.<sup>36</sup> <sup>37</sup> The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Future projects that occur during implementation of the proposed plans would

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<sup>35</sup> U.S. Fish and Wildlife Service. 2025. National Wetlands Inventory Mapper. Available: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed November 2025.

<sup>36</sup> USFWS 2025. Critical Habitat Map. Available: [https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS\\_Critical\\_Habitat/FeatureServer&source=sd](https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS_Critical_Habitat/FeatureServer&source=sd). Accessed November 2025.

<sup>37</sup> U.S. Fish and Wildlife Service. 2025. National Wetlands Inventory Mapper. Available: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed November 2025.

undergo project-specific developmental review to address potential impacts and would be required to comply with the relevant State and federal regulations. In addition, the proposed plans would implement policies which would require protection of migratory wildlife and plant species in the City, including nesting birds. In compliance with SB 1425 and AB 1889, the Open Space, Conservation, Parks and Recreation Element Update include policies and programs that support the establishment and maintenance of wildlife movement corridors and rewilding, which could support the movement of wildlife between habitat areas within the City and surrounding region. The Open Space, Conservation, Parks and Recreation Element Update includes policies within Goals 1.0 to 4.0 that enhance habitat connectivity and support wildlife movement, such as encouraging native landscaping, enhancing and conducting biological resource evaluations of the Pacoima Wash, planning for habitat conservation, construction monitoring, regional connectivity coordination, implementing an Urban Forestry Management Plan and small-parcel greening to create microhabitats and habitat connectivity for migrating species. Furthermore, the proposed plans would enhance wildlife habitat in the City. Therefore, the proposed plans would result in no impact related to migratory wildlife corridors or native wildlife nursery sites.

**NO IMPACT**

*e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Local policies and ordinances that protect biological resources include City's Comprehensive Tree Preservation Policy, the Urban Forest Management Plan, and San Fernando Municipal Code Chapter 98, Article II which outlines the City's Comprehensive Tree Management Program including requirements for City-owned trees during building removal or construction.<sup>38, 39, 40</sup> The proposed plans ensure compliance with these policies as they would reduce GHG emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not impact trees or other biological resources protected by local policies and ordinances. Future projects that occur during implementation of the proposed plans would undergo project-specific developmental review to address potential impacts and would be required to comply with the relevant State and federal regulations. In addition, the proposed plans would implement policies that require protection of biological resources, as described in *Impacts 4a* through *4d* above, including trees. Notably, the Open Space, Conservation, Parks and Recreation Element Update include Policies 4.1 through 4.7 to protect and enhance trees within the City via tree preservation, canopy design standards, canopy maintenance, urban greening, green redevelopment, developing an Urban Forestry Management Plan, and implementing a Tribally-Informed Urban Forestry Program. As such, the proposed plans would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources, including trees.

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<sup>38</sup> San Fernando, City of. 2024. Comprehensive Tree Preservation Policy. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/03/CC-Reso-No-8371-Approving-Tree-Preservation-Policy-3-17-2025.pdf>. Accessed December 2025.

<sup>39</sup> San Fernando, City of. 2024. Urban Forest Management Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/10/Adopted-Urban-Forestry-Management-Plan.pdf>. Accessed December 2025.

<sup>40</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 98, Article II Comprehensive Tree Management Program. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH98VE\\_ARTIICOTRMAPR](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH98VE_ARTIICOTRMAPR). Accessed November 2025.

Therefore, the proposed plans would result in no impact related to consistency with local biological resources protection policies.

**NO IMPACT**

*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?*

San Fernando is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed plans would result in no impact related to consistency with an adopted habitat or natural community conservation plan.

**NO IMPACT**

## 5 Cultural Resources

|                                                                                                                | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                             |                                |                                                    |                              |                                     |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries?                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

### Environmental Setting

A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]). A unique archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, (2) has a special and particular quality such as being the oldest of its type or the best available example of its type, (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

San Fernando was incorporated in 1911, and some of the buildings constructed in the early days of its development still stand. A Citywide historic resources survey was conducted in 2002 and identified 12 properties where potentially historic resources exist. No archaeological resources were identified.<sup>41</sup>

<sup>41</sup> San Fernando, City of. 2021. San Fernando Housing Element Update IS-MND. Available: [https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy\\_e0u6ine\\_zc93XdsEnsYBbnIUpmRTXQtbm00hcD48B7k1AJYQ14vfartTzMRtluoZ0mr1-iRbi0](https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy_e0u6ine_zc93XdsEnsYBbnIUpmRTXQtbm00hcD48B7k1AJYQ14vfartTzMRtluoZ0mr1-iRbi0). Accessed November 2025.

## Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*
- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Although historic and archaeological resources may be present throughout the City, the proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, zoning, or land use changes, they would not create a substantial adverse change in the significance of a historical resource under CEQA Guidelines Section 15064.5 or cause a substantial adverse change in the significance of an archaeological resource. Additionally, the Open Space, Conservation, Park and Recreation Element Update includes Goals 9.0 and 10.0 that aim to celebrate the City's historic identity by preserving and reimagining its historic buildings as active, valued parts of the community and preserving archaeological, tribal, and historic resources for future generations to protect and honor the City's cultural heritage. Any future projects that may be undertaken to implement these proposed plans would be subject to project-specific review, including CEQA compliance, where applicable, and compliance with applicable State, regional, and local regulations and General Plan policies related to cultural resources. Therefore, the proposed plans would result in no impact related to historic and archaeological resources.

### **NO IMPACT**

- c. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, zoning, or land use changes, they would not disturb human remains. Future development projects would be subject to State of California Health and Safety Code Section 7050.5 which states that, if human remains are unearthed, no further disturbance can occur until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code (PRC) Section 5097.98. As such, the proposed plans would not disturb human remains. Therefore, the proposed plans would result in no impact related to human remains.

### **NO IMPACT**

# 6 Energy

|                                                                                                                                                                                   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                |                                |                                                    |                              |                                     |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

In 2024, renewable resources supplied the majority of California’s electricity (about 62 percent of the total power mix), while natural gas remained the largest single source at roughly 34 percent.<sup>42</sup> In 2024, California used 278,338 gigawatt hours of electricity and produced approximately 78 percent of the electricity it used and imported the rest from outside the State.<sup>43</sup>

Relevant State plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 1020, the 2025 California Green Building Standards Code (CALGreen or Title 24 Part 11), and the 2025 California Building Energy Efficiency Standards (Title 24 Part 6). SB 1020 supports the reduction of GHG emissions from the electricity sector by accelerating the State Renewable Portfolio Standard Program and requires electricity providers to increase procurement from eligible renewable energy resources to 90 percent of total retail sales by 2035, 95 percent by 2040, and 100 percent by 2045. Electricity in San Fernando is supplied through Southern California Edison (SCE). Residents and businesses are automatically enrolled in SCE’s default product (about 37.6 percent renewable in 2023) with the option to “opt-up” to the Green Rate 50 Percent or 100 Percent Option (68.7 percent and 100 percent renewable) for an added \$0.02/kWh or \$0.042/kWh as of 2025.<sup>44</sup> However, at this point the demand for these opt-up programs exceeds the capacity so there is a waitlist until further notice.<sup>45</sup> CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures, as well as for major remodels. In addition, the California Building Energy Efficiency Standards establish energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. Title 24 is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction

<sup>43</sup> California Energy Commission. 2024. 2024 Total System Electric Generation. Available: [https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation#:~:text=In%202024%2C%20total%20system%20electric,\(3%2C361%20GWh\)%20from%202023.](https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation#:~:text=In%202024%2C%20total%20system%20electric,(3%2C361%20GWh)%20from%202023.) Accessed November 2025.

<sup>44</sup> SCE. 2023. 2023 Power Content Label. Available: <https://www.energy.ca.gov/filebrowser/download/7362> . Accessed December 2025.

<sup>45</sup> SCE. 2025. Green Rates. Available: <https://www.sce.com/save-money/rates-financing/residential-rate-plans/tiered-rate-plan/green-rates>. Accessed November 2025.

and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

## **Impact Analysis**

- a. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, zoning, or land use changes, they would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Rather, the proposed plans would assist in reducing use of non-renewable energy resources and increasing the production and storage of local renewable energy. CARP measures BU-1 through BU-4 focuses on accelerating San Fernando's transition to a carbon-free, climate-resilient built environment by expanding clean energy adoption through rooftop solar, small-scale battery storage, microgrids, and demand-response programs to strengthen grid reliability and reduce emissions. These measures would also require new buildings to meet high standards for electrification, energy efficiency, and extreme heat protection while preserving historic character, and support retrofits of existing homes and businesses with incentives, rebates, and education programs. Additionally, they would prioritize decarbonizing City-owned buildings with energy upgrades and renewable integration, while creating local workforce development opportunities and green jobs. Therefore, the proposed plans would result in no impact related to the wasteful, inefficient, or unnecessary consumption of energy.

### **NO IMPACT**

- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The proposed plans contain climate action strategies to reduce communitywide GHG emissions, including strategies that encourage energy efficiency, reduced vehicle fuel use, and increased production and use of renewable energy within San Fernando. CARP Measure B-1 promotes electrification of appliances and weatherization of homes and Measure B-2 would expand solar and small-scale battery storage throughout the City. Additionally, Mobility Element Update Goal 4.10 aims to expand and improve transit options, connections, and facilities to reduce auto dependence and support equitable, multimodal mobility. The Open Space, Conservation, Parks and Recreation Element Update contain numerous policies that support energy efficiency. Policy 7.4 incorporates strategies that would reduce GHG emissions and advance clean-energy adoption through energy-efficiency programs, renewable energy installations, and electrification incentives. Policies 5.1 and 5.2 support CALGreen standards by requiring sustainable site design and water-efficient practices, such as low-impact development and green infrastructure. Policies 6.4 and 6.5 encourage energy

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and water efficiency retrofits for municipal facilities, supporting CALGreen requirements. Title 24 objectives are reinforced through Policy 9.2, which promotes energy-efficient rehabilitation of historic structures. Therefore, the proposed plans would result in no impact related to implementation of a State or local plan for renewable energy or energy efficiency.

**NO IMPACT**

# 7 Geology and Soils

|  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

2. Strong seismic ground shaking?

3. Seismic-related ground failure, including liquefaction?

4. Landslides?

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

|                                                                                                         | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|---------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

The San Fernando Safety Element and the Multi Hazard Mitigation Plan (MHMP) assess hazards and includes policies and actions to reduce risks prior to a disaster event, including seismic and geologic hazards.<sup>46-47</sup> Southern California is a well-known seismically active region and commonly experiences strong ground shaking from earthquakes along known and previously unknown active faults. Several faults have the potential to impact San Fernando. The San Andreas fault is considered a “master fault,” because it is the boundary between the Pacific and North American geologic plates. Other nearby, active faults in eastern San Fernando and northern San Gabriel valleys, include the Northridge, Newport-Inglewood, and Sierra Madre faults. The presence of active faults increase the probability of a major earthquake impacting San Fernando. The Mojave segment of the San Andreas fault is the segment closest to San Fernando, and it is approximately 83 miles long. This segment extends from approximately Three Points (29 miles east of I-210 near Sulphur Springs) southward to just northwest of Cajon Creek, at the southern limit of the 1857 rupture. Scientists have calculated that this segment has a 26 percent probability of rupturing sometime between 1994 and 2024.<sup>48</sup> Therefore, there is a high likelihood that rupture of a known earthquake fault, including strong seismic ground shaking, could occur in San Fernando.

Landslides can occur as a result of ground shaking from an earthquake in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The most common earthquake-induced landslides include shallow, disrupted landslides such as rock falls, rockslides, and soil slides. San Fernando is relatively flat with no adjacent hills or mountains from which landslides could affect San Fernando.

Liquefaction occurs when seismic waves pass through water-saturated granular soil, causing some of the empty spaces between granules to collapse, resulting in a loss of ground strength and a near liquid state. Liquefaction causes horizontal movements commonly 10 to 15 feet, but up to 100 feet, soil flows, and loss of bearing strength, all of which could cause structures to settle or tip. Liquefaction can cause severe damage to property. There is a mapped liquefaction zone in the western and northwestern edge of San Fernando and that extends near Las Palmas Park and southeast toward San Fernando Mission Boulevard, South Maclay Avenue, and Brand Avenue.<sup>49</sup>

Other soil hazards include erosion, lateral spreading, subsidence, and expansive soils. San Fernando is a developed City and therefore has minimal potential for erosion or topsoil loss. Lateral spreading occurs because of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to

<sup>46</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed November 2025.

<sup>47</sup> San Fernando, City of. 2021. Multi-Hazard Mitigation Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2021/09/San-Fernando-MHMP-8.23.2021-.pdf>. Accessed November 2025.

<sup>48</sup> San Fernando, City of. 2021. Multi-Hazard Mitigation Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2021/09/San-Fernando-MHMP-8.23.2021-.pdf>. Accessed November 2025.

<sup>49</sup> Department of Conservation. 2025. Earthquake Zones of Required Investigation. Available: <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed November 2025.

lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground. Soils that volumetrically increase (swell) or expand when exposed to water and contract when dry (shrink) are considered expansive soils. According to the City's 1987 General Plan Safety Element, San Fernando has not been subjected to significant subsidence or uplift during its history. However, there was some tectonic uplift during the San Fernando Earthquake in 1971 and future seismic activity may result in subsidence and uplift within the City.<sup>50</sup> The potential for soil to shrink and swell depends on the amount and types of clay in the soil. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are less suitable or desirable for development than non-expansive soils because of the necessity for detailed geologic investigations and costlier grading applications. Expansive soils may be present in various locations throughout the City. The General Plan Safety Element includes goals and policies designed to address potential geologic and soils impacts. These include requiring a geotechnical report for all new construction projects, including those implemented under the proposed plans.<sup>51</sup>

Paleontological resources, or fossils, are the preserved remains or traces of ancient plants and animals contained within the geologic deposits or bedrock that underlie the soil. San Fernando lies within the Los Angeles Basin, a sedimentary basin formed by the Peninsular Ranges and the Transverse Ranges in Southern California. Much of this area is known to have high potential for fossil-rich sedimentary rocks. The City is mostly developed, but paleontological resources may be present in fossil-bearing sediments and geologic units below the ground surface and could be unearthed during excavation for new development.

## Impact Analysis

- a.1. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*
- a.2. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

Although San Fernando is at risk of earthquake-induced ground shaking and associated seismic hazards, the proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy

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<sup>50</sup> San Fernando, City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed December 2025.

<sup>51</sup> San Fernando, City of. 2022. City of San Fernando General Plan Safety Element Update. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed December 2025.

documents that do not involve or approve physical development or propose habitable development, the proposed plans would not result in substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. Future development projects resulting from the proposed plans would be subject to the California Building Code and the San Fernando General Plan Safety Element policies that aim to protect the community from loss of life, injury, property damage, and destruction from seismic and geologic hazards. These include Policy 4.1 through 4.8 which require geotechnical reports, plan checks, retrofits, education, building code compliance, FEMA coordination, seismic risk mapping, and utility security and the provisions in Article II, Section 18-31 of the San Fernando Municipal Code, which adopts the City of Los Angeles Building Code.<sup>52</sup> The Los Angeles Building Code adopts and amends the International Building Code and the California Building Code (CBC) requirements to address seismic hazards. Therefore, the proposed plans would result in no impact related to seismic- and landslide-related hazards.

### **NO IMPACT**

*b. Would the project result in substantial soil erosion or the loss of topsoil?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not directly result in ground-disturbing activities that could cause substantial soil erosion or the loss of topsoil. Future projects that occur during implementation of the proposed plans would undergo project-specific developmental review to address potential impacts and would be reviewed for consistency with the San Fernando Municipal Code and other State and local erosion and grading regulations prior to final siting and construction. These regulations include CBC Appendix Section J110, Erosion Control standards, which ensures appropriate erosion and stormwater pollution control during grading and construction activities, and is adopted as part of the San Fernando Municipal Code Article II.<sup>53/54</sup> Construction activities that occur on more than one acre are also required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit. NPDES requires the development of a storm water pollution prevention plan (SWPPP), which includes best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff.<sup>55</sup> Future projects that occur during implementation of the proposed plans would adhere to grading and erosion controls listed in San Fernando Municipal Code Section 78-38 that includes a requirement for the prevention

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<sup>52</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 18, Article II BUILDING CODE. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH18BUBURE\\_ARTIIBUCO](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH18BUBURE_ARTIIBUCO). Accessed November 2025.

<sup>53</sup> California Building Code (CBC). 2025 CBC Volumes 1 and 2, Title 24, Part 2. Available: <https://codes.iccsafe.org/content/CABC2025P1/appendix-j-grading>. Accessed December 2025.

<sup>54</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 18, Article II BUILDING CODE. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH18BUBURE\\_ARTIIBUCO\\_S18-31ADLOANBUCO](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH18BUBURE_ARTIIBUCO_S18-31ADLOANBUCO). Accessed December 2025.

<sup>55</sup> State Water Resources Control Board (SWRCB). 2025. NPDES 2022 Construction Stormwater General Permit. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction/general\\_permit\\_reissuance.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction/general_permit_reissuance.html). Accessed December 2025.

of sedimentation into the stormwater system or onto adjacent properties.<sup>56</sup> Additionally, San Fernando Municipal Code Chapter 94 Section 94-310, Grading Design Plan, states that grading of a project site with a landscaped area or altered landscaped area shall be designed to minimize soil erosion, runoff, and water waste.<sup>57</sup> The potential for substantial erosion would be minimized because future projects would be required to comply with the applicable regulation. Therefore, the proposed plans would result in no impact related to soil erosion and loss of topsoil.

**NO IMPACT**

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*
- d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not directly result in ground-disturbing activities that could be related to unstable or expansive soils. Future projects that occur during implementation of the proposed plans would undergo project-specific developmental review for consistency with local and State geotechnical regulations prior to final siting and construction. New structures would be required to complete the permitting process, which would include a geotechnical report and approval of engineering plans that would ensure the potential for subsidence, liquefaction, collapse, or expansive soils. Therefore, the proposed plans would result in no impact related to risks associated with unstable geologic units or soils.

**NO IMPACT**

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

San Fernando is served by the City's established wastewater system. The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater

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<sup>56</sup> San Fernando, City of. 2025. San Fernando Municipal Code Article III. - Stormwater and Urban Runoff Pollution Control Low Impact Development (LID) Requirements. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH34EN\\_ARTIIIISTURRUPOCOLOIMDELIRE](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH34EN_ARTIIIISTURRUPOCOLOIMDELIRE). Accessed December 2025.

<sup>57</sup> San Fernando, City of. 2025. San Fernando Municipal Code Sec. 94-308. - Grading Design Plan. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH94UT\\_ARTIIIWA\\_DIV5WAEFLA\\_S94-310GRDEPL](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH94UT_ARTIIIWA_DIV5WAEFLA_S94-310GRDEPL). Accessed December 2025.

disposal systems would be required. Therefore, the proposed plans would result in no impact related to soil capability support of alternative wastewater disposal systems.

**NO IMPACT**

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Ground-disturbing activities in geologic units with high paleontological sensitivity have the potential to damage or destroy paleontological resources that may be present. However, the proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that would not involve physical development or related ground disturbance, they would not result in impacts to paleontological resources or unique geologic features. Any future projects undertaken to implement the proposed plans would be located in previously developed areas, subject to project-level geotechnical review, and required to comply with applicable State and federal regulations governing the protection of unique paleontological resources. Therefore, the proposed plans would result in no direct or indirect impact related to unique paleontological resource or geologic feature.

**NO IMPACT**

# 8 Greenhouse Gas Emissions

|                                                                                                                                  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                               |                                |                                                    |                              |                                     |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases widely seen as the principal contributors to human-induced climate change include CO<sub>2</sub>, methane, nitrous oxides, fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. GHGs are emitted by natural processes and human activities. Of these gases, CO<sub>2</sub> and methane are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are usually by-products of fossil fuel combustion, and methane results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and sulfur hexafluoride.<sup>58</sup> Table 1 provides the GHG emissions inventory for San Fernando. As shown therein, 138,990 MT of CO<sub>2</sub>e was emitted in the City in 2021, the majority of which came from the transportation sector. Applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions include SB 32, AB 1279, and the CARB Climate Change Scoping Plans. SB 32 establishes a Statewide GHG emissions reduction target of 40 percent below 1990 levels by 2030, and AB 1279 establishes a target of carbon neutrality by 2045. The CARB 2017 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, and the CARB 2022 Climate Change Scoping Plan outlines a pathway for achieving the 2045 carbon neutrality goal established by AB 1279.

<sup>58</sup> United States Environmental Protection Agency (EPA). 2023. Overview of Greenhouse Gases. Available: <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>. Accessed November 2025.

## **Impact Analysis**

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. The main objective of the CARP is to reduce GHG emissions and build long-term climate resilience, and this objective is supported and echoed by the goals and policies contained in the General Plan Updates. Together, the proposed plans aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, zoning, or land use changes, they would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Rather, the proposed plans include policies that would directly or indirectly reduce GHG emissions, such as supporting VMT reduction and EV infrastructure, improve municipal energy efficiency and renewable energy generation, urban greening, and preserving and restoring habitat and open space buffers that contribute to carbon sequestration. These policies are within CARP Measures MLU-1 through MLU-4 and Measures BU-2 through BU-4; Mobility Element Update Goals 3.0, 4.0, and 7.0; and Open Space, Conservation, Parks and Recreation Element Update Goals 1.0 through 4.0. Overall, the CARP would aim to reduce GHG emissions to 96,030 MT CO<sub>2</sub>e by 2030 via its proposed measures and actions. Therefore, the proposed plans would result in no impact related to GHG emissions generation or implementation of GHG reduction plans.

### **NO IMPACT**

# 9 Hazards and Hazardous Materials

|  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|

Would the project:

|                                                                                                                                                                                                                                                                                     |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## **Environmental Setting**

The Department of Toxic Substances Control (DTSC) regulates hazardous waste in California primarily under the authority of the Resource Conservation and Recovery Act and the California Health and Safety Code. The DTSC also administers the California Hazardous Waste Control Law to regulate hazardous waste. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

The DTSC EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The California State Water Resources Control Board (SWRCB) GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact water quality. According to databases of hazardous material sites maintained by the DTSC and the SWRCB, San Fernando contains the following types of hazardous sites: evaluation, tiered permit, school cleanup, voluntary clean up, cleanup program, and LUST cleanup.<sup>59,60</sup> These sites are dispersed throughout the City.

As required by State law, the City of San Fernando has adopted a Standardized Emergency Management System and National Incident Management System for managing response to multi-agency and multi-jurisdictional emergencies, and to facilitate communications and coordination among all levels of government and affected agencies. The San Fernando Emergency Operations Plan (EOP) addresses the City's planned response to emergency situations related to major natural and man-made disasters. The EOP is designed to comply with the California Standardized Emergency Management System and the National Incident Management System.<sup>61</sup>

## **Impact Analysis**

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed plans involve the adoption of policy documents to guide the planning, enhancement, equitable access, maintenance, and long-term management of parks, trails, and open space resources, as well as urban spaces to promote safe multimodal transportation, urban greening, habitat conservation, recreation, resilience, and reduced GHG emissions. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in impacts related to hazardous material transport, use, or disposal. The storage, handling, and disposal of hazardous materials are regulated by the DTSC, USEPA, and Occupational

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<sup>59</sup> Department of Toxic Substances Control (DTSC). 2025. EnviroStor. Available: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=City+of+San+Fernando>. Accessed November 2025.

<sup>60</sup> State Water Resources Control Board (SWRCB). 2025. GeoTracker. Available: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=City+of+San+Fernando>. Accessed November 2025.

<sup>61</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed November 2025.

Safety and Health Administration. Future projects that occur during implementation of the proposed plans would be required to comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials, including but not limited to Title 49 of the Code of Federal Regulations (CFR), Title 22, Division 4.5 of the California Code of Regulations (CCR), the NPDES permitting program for construction activities, 29 CFR Part 1910, National Fire Protection Association standards, and Los Angeles Fire Department (LAFD) review and conditions. Additionally, future projects involving the use or storage of hazardous materials would be subject to existing regulations in the San Fernando Municipal Code and General Plan, including policies and development standards that would limit the allowable locations of such uses. Future projects that occur during implementation of the proposed projects would be reviewed to require the appropriate location in relation to existing development and would be reviewed for consistency with San Fernando General Plan Safety Element Policies 8.1 through 8.4, which require projects that generate or use hazardous materials to comply with setbacks, travel routes, storage and disposal regulations, and incident response.<sup>62</sup> Therefore, the proposed plans would result in no impact related to hazardous materials use or potential release.

**NO IMPACT**

- 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?*

There are 33 schools located within the City of San Fernando.<sup>63</sup> The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development that would emit or handle hazardous materials. Future projects that occur during implementation of the proposed plans would be reviewed to require the appropriate location of projects in relation to schools in San Fernando and would be reviewed for consistency with the San Fernando General Plan and Municipal Code as well as applicable federal, State, and local regulations related to hazardous materials. As discussed above, the proposed plans would not involve the use or transport of hazardous materials. Therefore, the proposed plans would result in no hazardous materials-related impacts proximate to schools.

**NO IMPACT**

- d. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

As described above, there are hazardous materials sites located throughout the City. The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects

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<sup>62</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed November 2025.

<sup>63</sup> San Fernando, City of. 2025. Schools. Available: <https://ci.san-fernando.ca.us/schools/>. Accessed December 2025.

or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in impacts related to hazardous waste sites. In addition, if future projects envisioned by the proposed plans are proposed on sites that are listed pursuant to Government Code Section 65962.5, they would be subject to site-specific environmental review and required to undergo appropriate remediation in coordination with the Department of Toxic Substances Control, Regional Water Quality Control Board, or other oversight agencies prior to development. Therefore, the proposed plans would result in no impact related to hazards associated with location on a listed hazardous materials site.

**NO IMPACT**

- 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 result in a safety hazard or excessive noise for people residing or working in the project area?*

San Fernando does not contain any airports within its limits; however, Whiteman Airport is located approximately 1.3 miles to the southeast of San Fernando. The proposed plans are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. Therefore, the proposed plans would result in no impact related to risks associated with location proximate to a public airport.

**NO IMPACT**

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not interfere with emergency response or evacuation within the City. Future projects that occur during implementation of the proposed plans that could affect roadways would be required to comply with Chapter 74, Article III, Section 74-146 of the San Fernando Municipal Code, which outlines permit requirements for excavation and construction in the public right-of-way.<sup>64</sup> Future projects involving work in the public right-of-way would be required to coordinate with the City through street use permits, encroachment permit review, and construction permitting processes to confirm adequate vehicular and pedestrian access on adjacent roadways and that emergency evacuation routes would not be substantially impacted. Therefore, the proposed plans would result in no impact related to implementation of an emergency response or evacuation plan.

**NO IMPACT**

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<sup>64</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 74, Article III, Division 2 Permit. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH74STSIOTPUPL\\_ARTIIIEX\\_DIV2PE](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH74STSIOTPUPL_ARTIIIEX_DIV2PE). Accessed November 2025.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Fire hazard severity zones are areas where environmental conditions create moderate, high, or very high wildfire risk. According to CALFIRE, there are no fire hazard severity zones located within the City. However, the City's proximity to the San Gabriel Mountains and nearby very high fire hazard severity zones does pose a threat of wildfire spreading into the City. Regionally, San Fernando is near other zones of high or very high wildfire severity, located to the northwest, north, and east.<sup>65</sup> Windstorms increase the risk of wildland fires in the wildland urban interface (WUI) potentially spreading into the City when strong winds and wildland fires co-occur.<sup>66</sup> However, the proposed plans do not propose specific development or new residential or commercial land uses that could be subject to wildland fire, nor would they result other physical changes to the environment that could increase the risk of a wildland fire. Additionally, the CARP includes policies to increase the resiliency of San Fernando and decrease the risk of wildfire. Specifically, Action UE-1.6 calls for the City to continue to coordinate with neighboring jurisdictions to provide adequate water availability and peak load water supply for fire suppression efforts in alignment with CAL FIRE recommendations. Therefore, the proposed plans would result in no impact related to wildfire.

**NO IMPACT**

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<sup>65</sup> CAL FIRE. 2025. Very High Fire Hazard Severity Zones in LRA. Available: <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9>. Accessed November 2025.

<sup>66</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/Safety-Element.pdf>. Accessed November 2025.

# 10 Hydrology and Water Quality

|  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|

Would the project:

|                                                                                                                                                                                                                        |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: |                          |                          |                          |                                     |
| (i) Result in a substantial erosion or siltation on- or off-site;                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (iv) Impede or redirect flood flows?                                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?                                                                                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando contains only one surface water source, the Pacoima Wash, which was channelized in the 1950s. The Pacoima Wash is downstream of the Pacoima Dam and the Lopez Dam. The Lopez Dam is located about 2.2 miles northeast of San Fernando and serves to reduce flood damage under management of the U.S. Army Corps of Engineers, which also implements the Dam Master Plan for the facility. Failure of these dams could inadvertently result in the release of large amounts of water that would reach the city and result in inundation.<sup>67</sup>

San Fernando overlies the Sylmar Groundwater Basin, the second largest in the Upper Los Angeles River Area. It consists of 5,600 acres that comprise 4.6 percent of the total valley water fill. Surface depths to water table vary from 5 to 40. The basin is recharged by spreading imported water, runoff from natural streamflow, precipitation, reclaimed wastewater, and industrial discharges. Both the western and eastern parts of the basin are impaired by different chemicals, including trichloroethylene and perchloroethylene, petroleum compounds, and other contaminants.<sup>68</sup> Accordingly, groundwater is treated with chlorine or sodium chloride for disinfection and an ion exchange process to remove nitrate anions. San Fernando Water Division, a subdivision of the City's Public Works Department provides water for the entire City and sources its supply entirely from local groundwater wells that draw from the Sylmar Basin. The City uses imported water from the Metropolitan Water District for emergencies only and there is a 6-inch emergency connection from the City of Los Angeles to be accessed only in extreme emergencies.<sup>69</sup>

A floodplain is a land area around a river, stream, lake, estuary, or other water body that is subject to flooding. The 100-year flood event is a flood that has a one percent chance of occurring in any given year. The 100-year floodplain is the area adjoining a river, stream, or watercourse that would be covered by water in a 100-year flood event. Two types of flooding primarily affect the Los Angeles County region: slow-rise or flash flooding. Slow-rise floods may be preceded by a warning period of hours or days. Evacuation and sandbagging for slow-rise floods have often effectively lessened flood related damage. Conversely, flash floods are most difficult to prepare for, due to extremely limited, if any, advance warning, and preparation time. According to the County of Los Angeles All-Hazards Mitigation Plan, the federal government has declared 13 flooding emergencies affecting Los Angeles County.<sup>70</sup>

The City is not situated within a 100-year floodplain. The last flooding event was in the 1930s and occurred prior to the completion of the Los Angeles River flood-control system. Following channelization, there is no record of occurrences of flooding in the City. The entirety of the City is located within an area of minimal flood risk. The Federal Emergency Management Agency (FEMA) establishes base flood elevations (BFE) for 100-year and 500-year flood zones and establishes Special Flood Hazard Areas (SFHA). SFHAs are those areas within 100-year flood zones or areas that will be inundated by a flood event having a one percent chance of being equaled or exceeded in any given year. The 500-year flood zone is defined as the area that could be inundated by the flood

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<sup>67</sup> San Fernando, City of. 2021. San Fernando Housing Element Update IS-MND. Available: [https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy\\_e0u6ine\\_zc93XdsEnsYBbnIUpmtrTXQtbm00hcD48B7k1AJYQ14vfartTzMRtuoZ0mr1-iRbi0](https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy_e0u6ine_zc93XdsEnsYBbnIUpmtrTXQtbm00hcD48B7k1AJYQ14vfartTzMRtuoZ0mr1-iRbi0). Accessed November 2025.

<sup>68</sup> California Department of Water Resources (DWR). 2004. California's Groundwater Bulletin 118, San Fernando Valley Groundwater Basin. Available: [https://water.ca.gov/-/media/DWR-Website/WebPages/Programs/Groundwater-Management/Bulletin-118/Files/2003-BasinDescriptions/4\\_012\\_SanFernandoValley.pdf](https://water.ca.gov/-/media/DWR-Website/WebPages/Programs/Groundwater-Management/Bulletin-118/Files/2003-BasinDescriptions/4_012_SanFernandoValley.pdf). Accessed November 2025.

<sup>69</sup> San Fernando, City of. 2020. Annual Water Quality Report Reporting Year 2020. <https://ci.sanfernando.ca.us/wp-content/uploads/2021/06/Water-Quality-Report-2020.pdf>. Accessed November 2025.

<sup>70</sup> County of Los Angeles. 2025. 2025 County of Los Angeles All-Hazards Mitigation Plan. Available: <https://ceo.lacounty.gov/wp-content/uploads/2025/10/Final-2025-LA-County-AHMP-Base-Plan-Signed.pdf>. Accessed December 2025.

which has a 0.2 percent probability of occurring in any given year, or once in 500 years, and is not considered an SFHA. The City is within Flood Zone X, an area of minimal flood hazard that is outside the 0.2 and 1.0 percent chance of annual flood hazard zones.<sup>71</sup>

The City is outside the tsunami hazard zone.<sup>72</sup> FEMA 100- and 500-year flood maps situate San Fernando outside the flood zones.<sup>73</sup> At approximately 24 miles from the Pacific Ocean, the City is not in a coastal zone, or near a large body of water, where there would be risk of seiche. San Fernando is downstream from the Pacoima Dam, which is 5 miles northeast of the City. The Pacoima Dam was damaged by the strong ground movement that occurred in the 1971 San Fernando earthquake and again during the 1994 Northridge earthquake. Pacoima Dam is being monitored for potential failure during future earthquakes.<sup>74</sup> According to the California Department of Water Resources, the only part of the City susceptible to possible flooding is the commercial/industrial strip that is adjacent to the Pacoima Wash. This area could flood if the Pacoima Dam suffers a complete failure. The dam is normally maintained at one-quarter of its capacity and no longer allowed to reach full capacity to reduce potential dam failure risks. Additionally, average rainfall is low. The Pacoima Dam utilizes a monitoring system that provides early warning of a structural failure, thus making the probability of this type of flood event minimal. Additionally, the General Plan Safety Element includes Policy S 6.1 Dam Failure Contingency Plan to help the City prevent injury, loss of life, or property damage from dam failure.<sup>75</sup>

## Impact Analysis

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Future projects that occur during implementation of the proposed plans would be reviewed for consistency with the applicable requirements of State, regional, and local regulations, including the NPDES permitting program that requires implementation of SWPPPs and Chapter 34, Article III Stormwater And Urban Runoff Pollution Control Low Impact Development (LID) Requirements of the San Fernando Municipal Code, which outlines guidelines for stormwater and urban runoff

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<sup>71</sup> Federal Emergency Management Agency (FEMA). 2025. FEMA Flood Maps. Available: <https://msc.fema.gov/portal/search?AddressQuery=foster%20City>. Accessed November 2025.

<sup>72</sup> Department of Conservation. 2025. California Tsunami Maps. Available: <https://www.conservation.ca.gov/cgs/tsunami/maps>. Accessed December 2025.

<sup>73</sup> Federal Emergency Management Agency (FEMA). 2025. National Flood Hazard Layer (NFHL) Viewer. Available: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-82.02576858084832,26.63764568992442,-81.98422652762568,26.65682423092899>. Accessed December 2025.

<sup>74</sup> San Fernando, City of. 2021. San Fernando Housing Element Update IS-MND. Available: [https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy\\_e0u6ine\\_zc93XdsEnsYBbnIUpmtrTXQtbm00hcD48B7k1AJYQ14vfartTzMRtluoZ0mr1-iRbi0](https://files.ceqanet.lci.ca.gov/274785-1/attachment/3snvy_e0u6ine_zc93XdsEnsYBbnIUpmtrTXQtbm00hcD48B7k1AJYQ14vfartTzMRtluoZ0mr1-iRbi0). Accessed November 2025.

<sup>75</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed November 2025.

pollution control.<sup>76</sup> These regulations require BMPs to reduce water quality impacts from construction activities.

In addition, the CARP establishes policies to protect and improve water quality including monitoring water supply nitrate levels and public education in CARP Action UE-1.2. Similarly, the Open Space, Conservation, Parks and Recreation Element Update include the following policies: Runoff and Groundwater-Considerate Site Planning in Policy 5.1, Sustainable Stormwater Design in Policy 5.2, and Community-Based Water Stewardship in Policy 5.3. Compliance with existing regulations and the policies and actions contained in the proposed plans would minimize the potential for future projects to result in new or different waste discharge that would violate water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Therefore, the proposed plans would result in no impact related to surface or groundwater water quality.

**NO IMPACT**

- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge, or conflict with implementation of a water quality control plan or sustainable groundwater management plan. The CARP and Open Space, Conservation, Parks and Recreation Element Update include goals and policies to reduce water use and promote sustainable water stewardship. Reduced water use within San Fernando would aid in maintaining groundwater supplies and sustainable groundwater management. CARP policies include water-efficient new construction buildings in Action BU-2.1, stormwater capture and groundwater recharge projects in Action UE-1.1, water efficiency measures for San Fernando's Water Division in Action UE-1.4, and requirements for greywater reuse and rainwater capture in Action UE-1.8. Similarly, the Open Space, Conservation, Parks and Recreation Element Update Policies 6.1 through 6.7 call for long-term water supply sustainability through effective conservation, efficient use, and community-driven stewardship. Therefore, the proposed plans would result in no impact related to the implementation of sustainable groundwater management and water quality control and sustainable groundwater management plans.

**NO IMPACT**

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<sup>76</sup> San Fernando, City of. 2025. San Fernando Municipal Code Chapter 34, Article III Stormwater And Urban Runoff Pollution Control Low Impact Development (LID) Requirements. Available: [https://library.municode.com/ca/san\\_fernando/codes/code\\_of\\_ordinances?nodeId=CO\\_CH34EN\\_ARTIIIISTURRUPOCOLOIMDELIRE](https://library.municode.com/ca/san_fernando/codes/code_of_ordinances?nodeId=CO_CH34EN_ARTIIIISTURRUPOCOLOIMDELIRE). Accessed November 2025.

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not substantially alter existing drainage patterns in San Fernando, resulting in erosion or siltation, flooding, polluted runoff, or redirected flood flows. Instead, the CARP includes measures and actions that address drainage-related issues including Action MLU-3.6 which call for evaluating roadway conditions during and after extreme precipitation to assess flooding and drainage and identifying necessary infrastructure improvements. Action UE-1.5 calls for improving stormwater and flood infrastructure in historically flood-prone neighborhoods and utilizing nature-based solutions, such as permeable pavement, bioswales, and rain gardens in new developments and major roadway projects. Additionally, the Open Space, Conservation, Parks and Recreation Element Update Policies 5.1 and 5.2 would require site design strategies to reduce stormwater pollution, limit new impervious surfaces, incorporate green infrastructure to filter runoff before it reaches water sources, and call for bioswales, rain gardens, and infiltration basins in applicable projects to minimize runoff and prevent erosion. Future projects that occur during implementation of the proposed plans would be reviewed for consistency with the applicable requirements of the San Fernando Municipal Code and NPDES Construction General Permit program, including implementation of BMPs to address drainage patterns. Future development would be required to comply with an NPDES permit issued for discharge, if applicable, as well as BMPs for construction. Operators of a construction site would also be responsible for preparing and implementing a SWPPP that outlines project specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. As such, the proposed plans would not result in a substantial increase in runoff that would result in substantial erosion, siltation, flooding on- or off-site; or increase polluted runoff. Therefore, the proposed plans would result in no impact related to erosion, stormwater runoff, or flooding.

**NO IMPACT**

d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in the release of pollutants due to inundation. Future projects that occur during implementation of the proposed plans would be reviewed for compliance with the applicable State and local regulations related to flooding and hazardous materials use and storage, as well as CBC standards for construction within flood-prone areas. Future projects would also be required to comply with applicable policies included in the San Fernando General Plan Safety Element, such as Policies 1.7, 6.1, and 6.3, require periodic building and infrastructure evaluation, new development runoff impact reduction, and creation and adherence to a Dam Failure Contingency Plan.<sup>77</sup> Any future projects would be subject to site-specific review to ensure consistency with these regulations and applicable Safety Element policies. Therefore, the proposed plans would result in no impact related to the release of pollutants due to inundation.

**NO IMPACT**

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<sup>77</sup> San Fernando, City of. 2022. General Plan Safety Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2024/08/8.-Safety-Element.pdf>. Accessed November 2025.

# 11 Land Use and Planning

|                                                                                                                                                                                        | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                     |                                |                                                    |                              |                                     |
| a. Physically divide an established community?                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando contains a mix of residential, commercial, industrial, public facilities, and parks within the City. The City’s General Plan Land Use Element includes goals and objectives regulating the land use characteristics of the City. The City aims to preserve San Fernando’s small-town character, promote economically vibrant commercial areas, and maintain a unique identity distinct from neighboring communities.<sup>78</sup>

## Impact Analysis

### a. *Would the project physically divide an established community?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, adoption of the proposed plans would not physically divide an established community. Rather, the Mobility Element Update and the CARP include policies that strengthen community connectivity through improved transportation. The Mobility Element Update Policy 1.5 emphasizes multimodal access through Complete Streets principles and Policy 1.6 mandates retrofits for walking, biking, and transit access. Policy 1.7, Policy 3.2, and Policy 4.3 call for a citywide wayfinding system, closing gaps in pedestrian and bikeway networks, and improving first/last-mile transit connections. Additionally, CARP Measures MLU-1 through MLU-3 focus on expanding shaded sidewalks and bike lanes, enhancing local transit and integrating with regional systems, and creating resilience hubs co-located with transit and micromobility amenities. Together, these policies and measures aim to reduce car dependence, improve safety, and create a

<sup>78</sup> San Fernando, City of. 2017. IV. Land Use Element. Available: [https://ci.san-fernando.ca.us/wp-content/uploads/2018/01/171220\\_SFCSP\\_GP\\_Amend\\_Land\\_Use\\_FINAL.pdf](https://ci.san-fernando.ca.us/wp-content/uploads/2018/01/171220_SFCSP_GP_Amend_Land_Use_FINAL.pdf). Accessed November 2025.

more connected, equitable transportation network. Therefore, the proposed plans would result in no impact related to the division of an established community.

**NO IMPACT**

- b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Instead, the proposed plans operate within, and help implement, existing regulatory frameworks, including the City of San Fernando’s General Plan, as well as regional plans such as the Southern California Association of Governments’ Regional Climate Adaptation Framework and RTP/SCS and the Los Angeles County Sustainability Plan.<sup>79, 80, 81</sup> The proposed plans advance climate action, sustainable transportation, and the protection of natural, recreational, and cultural resources, aligning with the goals of these local and regional plans. Additionally, any future implementing projects would require City approvals and separate permit and CEQA review, as applicable, to confirm consistency with the City’s General Plan, Zoning Ordinance, and other State and local requirements. Since the proposed plans are policy documents that do not involve or approve physical development, they could not involve inconsistency with current land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed plans would result in no impact related to implementation of land use plans and policies.

**NO IMPACT**

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<sup>79</sup> Southern California Association of Governments (SCAG). 2021. Regional Climate Adaptation Framework. Available: <https://scag.ca.gov/climate-change-regional-adaptation-framework>. Accessed December 2025.

<sup>80</sup> SCAG. 2024. Connect SoCal the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Available: <https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf>. Accessed December 2025.

<sup>81</sup> County of Los Angeles. 2025. 2025 OurCounty Sustainability Plan. Available: <https://ourcountyla.lacounty.gov/plan>. Accessed December 2025.

# 12 Mineral Resources

|                                                                                                                                                                        | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                     |                                |                                                    |                              |                                     |
| a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando has no history of oil or gas production and contains no mapped oil or gas wells or fields within City limits, as confirmed by the State oil and gas regulator’s interactive map.<sup>82</sup> The San Fernando General Plan Open Space, Conservation, Parks and Recreation Element states that San Fernando does not contain any mineral resources.<sup>83</sup> According to the California Geological Survey’s updated Mineral Resource Zone (MRZ) mapping, most of the City of San Fernando is designated as MRZ-3 (areas of undetermined mineral resource significance), with a small area of MRZ-2 (significant Portland cement concrete aggregate resources) located in the City’s southeast area.<sup>84</sup>

## Impact Analysis

- a. *Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?*
- 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?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation; none of which involve excavation, land conversion, or zoning changes that would impact

<sup>82</sup> California Department of Conservation. 2025. DOC Maps: Geologic Energy Management Division (CalGEM). Available: <https://maps.conservation.ca.gov/doggr>. Accessed November 2025.

<sup>83</sup> San Fernando. City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed November 2025.

<sup>84</sup> California Department of Conservation. 2021. SMARA Mineral Land Classification, California Geological Survey Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions. Available: [https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR\\_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf](https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf). Accessed November 2025.

mineral recovery operations. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Therefore, the proposed plans would result in no impact related to mineral resources.

**NO IMPACT**

# 13 Noise

|                                                                                                                                                                                                                                                                                                           | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project result in:                                                                                                                                                                                                                                                                              |                                |                                                    |                              |                                     |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or 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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

Environmental noise levels in San Fernando vary throughout the day, with noise-sensitive receptors including residences, schools, and hospitals. Noise is measured in decibels (dB) on a logarithmic scale, and the City’s General Plan Noise Element uses the Community Noise Equivalent Level (CNEL) to evaluate 24-hour exposure, applying additional weight to evening and nighttime noise. Major sources of community noise include traffic on Interstate 5, Interstate 210, SR 118, and primary streets such as Truman Street, Maclay Avenue, Glenoaks Boulevard, and Brand Boulevard, as well as the Union Pacific Railroad operations. The nearest airport, Whiteman Airport, located approximately 1.3 miles southeast of City limits contributes to minor aircraft noise. Local regulation occurs through the City’s Noise Element and related ordinances, which establish land-use compatibility standards and require acoustical analysis for projects in high-noise areas. Planning decisions are guided by current and projected CNEL contours to reduce exposure and protect public health.<sup>85</sup>

The City’s normally acceptable exterior noise exposure standards (CNEL) are shown below in Table 6.

<sup>85</sup> San Fernando. City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed November 2025.

**Table 6 Land Use Compatibility for Community Noise Exposure**

| Land Use Category                  | Normally Acceptable (CNEL dBA) | Conditionally Acceptable (CNEL dBA) | Normally Unacceptable (CNEL dBA) |
|------------------------------------|--------------------------------|-------------------------------------|----------------------------------|
| Residential (Single/Multi-Family)  | 50-60                          | 60-70                               | 70+                              |
| Schools, Hospitals, Rest Homes     | 50-60                          | 60-70                               | 70+                              |
| Office Buildings (Private Offices) | 50-70                          | 65-75                               | 75+                              |
| Retail/Restaurants                 | 50-65                          | 65-75                               | 75+                              |
| Manufacturing/Warehousing          | 50-70                          | 70-80                               | 80+                              |

Construction noise in the City of San Fernando is regulated by San Fernando Municipal Code Section 34.28, which permits construction activities between 7:00 a.m. and 6:00 p.m. on weekdays or 8:00 a.m. to 6:00 p.m. on Saturdays and prohibits construction on Sundays and federal holidays.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.<sup>86</sup> Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.<sup>87</sup> Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 7.

**Table 7 Human Response to Different Levels of Groundborne Vibration<sup>88</sup>**

| Vibration Velocity Level | Human Reaction                                                                                                                                                         |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 65 VdB                   | Approximate threshold of perception for many people                                                                                                                    |
| 75 VdB                   | Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable. |
| 85 VdB                   | Vibration acceptable only if there are an infrequent number of events per day                                                                                          |

VdB = vibration decibels

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual

<sup>86</sup> California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>. Accessed November 2025.

<sup>87</sup> Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/handbook/handbook00.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm). Accessed November 2025.

<sup>88</sup> Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf). Accessed November 2025.

## Impact Analysis

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, adoption of the proposed plans would not result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of the applicable standards. Future projects that occur during implementation of the proposed plans would be reviewed for consistency with the applicable requirements of the General Plan Noise Element and San Fernando Municipal Code, and construction activities would be required to comply with the provisions of San Fernando Municipal Code Section 34.28. Furthermore, the proposed plans would not facilitate future projects that would result in substantial operational noise. Therefore, the proposed plans would result in no impact related to noise exposure.

### **NO IMPACT**

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, adoption of the proposed plans would not result in generation of excessive groundborne vibration or groundborne noise. Future projects that occur during implementation of the proposed plans would be required to comply with applicable federal, State, and local regulations to confirm that temporary construction impacts related to groundborne vibration would not occur. Therefore, the proposed plans would result in no impact related to groundborne vibration.

### **NO IMPACT**

- c. *For a project located within the vicinity of a private airstrip or 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?*

The City of San Fernando does not contain any airports. Whiteman Airport is located about 1.3 miles southeast of San Fernando and is used by small private planes. Appendix G of the Whiteman Airport Master Plan includes a map with noise contours for the airport which shows that noise from the airport does not extend into the City of San Fernando.<sup>89</sup> The proposed plans are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. Therefore, the proposed plans would result in no impact related to risks associated with location proximate to a public airport.

**NO IMPACT**

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<sup>89</sup> Los Angeles, County of. 2011. Whiteman Airport Master Plan Final Report. Available: [https://dpw.lacounty.gov/avi/airports/documents/Whiteman\\_MP.pdf](https://dpw.lacounty.gov/avi/airports/documents/Whiteman_MP.pdf). Accessed November 2025.

# 14 Population and Housing

|                                                                                                                                                                                                                     | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                  |                                |                                                    |                              |                                     |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

Table 8 provides the latest estimates of population and housing for San Fernando. As of January 2025, San Fernando has an estimated population of 23,692 and 6,781 housing units, with an average household size of 3.57 people.<sup>90</sup>

**Table 8 Population and Housing Stock for San Fernando**

|                                            | City of San Fernando | Los Angeles County   |
|--------------------------------------------|----------------------|----------------------|
| Population                                 | 23,692               | 9,876,811            |
| Average Household Size (persons/household) | 3.57                 | 2.72                 |
| <b>Total Housing Units</b>                 | <b>6,781</b>         | <b>3,726,27</b>      |
| Vacant Housing Units                       | 183 (2.7 percent)    | 17,886 (4.8 percent) |

Source: California Department of Finance. 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025. Available: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>. Accessed November 2025

<sup>90</sup> California Department of Finance. 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025. Available: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>. Accessed November 2025.

## **Impact Analysis**

- a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. In addition, the proposed plans do not propose new infrastructure, such as roadways or utilities, which could indirectly lead to new population growth or development. The proposed plans would not directly increase the population, indirectly induce additional unplanned population growth, or displace any existing people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, the proposed plans would result in no impact related to population and housing.

**NO IMPACT**

# 15 Public Services

|                                                                                                                                                                                                                                                                                                                                                                                                                              | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| a. Would the project Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: |                                |                                                    |                              |                                     |
| 1 Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2 Police protection?                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3 Schools?                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 4 Parks?                                                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 5 Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

Fire protection in San Fernando is provided by the LAFD. The LAFD reviews site plans, construction plans, and architectural plans prior to occupancy to ensure the required fire protection safety features, including building sprinklers and emergency access, are implemented. LAFD Station #75 located at 15345 San Fernando Mission Boulevard, Station #91 located at 14430 Polk Street, and Station #98 located at 13035 Van Nuys Boulevard are the closest fire stations to San Fernando. Law enforcement services in San Fernando are provided by the San Fernando Police Department (SFPD) which operates the City’s only police station located at 910 1<sup>st</sup> Street. Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, parking regulation, vehicle auction, and victim services.

The San Fernando School District (SFSD) provides elementary, middle, and high school education services to students living in San Fernando. In San Fernando, there are 10 early education and preschools, 10 elementary and after schools, seven middle schools, and four high schools. In addition, San Fernando has one continuation school. San Fernando contains seven parks that are managed by the City’s Recreation and Community Services, including Cesar E. Chavez Memorial Park, Las Palmas Park, Layne Park, Kalisher Park, Pioneer Park, Recreation Park, and Rudy Ortega Park. San Fernando also contains San Fernando Regional Pool Facility, which is managed by the Los Angeles County Department of Parks and Recreation and a privately owned park, Pacoima Wash

Natural Park. San Fernando contains one library managed by the County of Los Angeles public library system. The San Fernando Library located at 217 North Maclay Avenue.

## Impact Analysis

- a.1. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?*
- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?*
- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?*
- a.5. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. The proposed plans would not result in new housing or new employment opportunities that could induce population growth, as discussed in Section 14, *Population and Housing*. As such, the proposed plans would not require the construction of new or physically altered governmental facilities (i.e., fire protection, police protection, schools, parks, and libraries) to serve additional population, the construction of which could cause significant environmental impacts.

Additionally, the Open Space, Conservation, Parks and Recreation Element Update would strengthen the City's park system by promoting equitable access, enhancing amenities, and integrating climate-resilient features such as shade trees, native landscaping, and permeable surfaces. For example, Open Space, Conservation, Parks and Recreation Element Update Policy 8.1

calls for regularly identifying and mapping neighborhoods with limited access to parks using geographic and demographic data to guide equitable investment, while Policy 8.3 focuses on improving accessibility and ease of travel to parks by enhancing safe walking, rolling, biking, and transit connections and removing physical and design barriers. Therefore, the proposed plans would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

**NO IMPACT**

# 16 Recreation

|                                                                                                                                                                                                                | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando is a primarily urbanized community with parks and recreational spaces incorporated throughout the City. The total acreage for these parks is 31.82 (32.16 including Casa de Lopez Adobe, a special use facility). San Fernando contains seven parks that are managed by the City’s Recreation and Community Services, including Cesar E. Chavez Memorial Park, Las Palmas Park, Layne Park, Kalisher Park, Pioneer Park, Recreation Park, and Rudy Ortega Park. The updated Open Space, Conservation, Parks, and Recreation Element is organized into goals and policies related to wildlife and habitat, natural open space, urban forestry, water resources, climate resilience, parks and recreation, and cultural resources to protect open space resources within the City.

## Impact Analysis

- 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?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. The proposed plans would not result in new housing or new employment opportunities that could induce population growth, as discussed in Section 14, *Population and Housing*. As such, implementation of the proposed plans would not result in a substantial physical deterioration of parks.

In addition, the Open Space, Conservation, Parks and Recreation Element Update include policies and programs that improve recreational opportunities and connectivity, such as expanding tree canopy and green infrastructure, enhancing Pacoima Wash trails, and prioritizing equitable park access in underserved neighborhoods. These include Policy 8.1 which prioritizes equitable park access, Policy 8.2 which prioritizes investments in heat-vulnerable areas, Policies 8.3 and 8.4 which seeks to improve accessibility and connectivity, Policy 8.6 that requires inclusive design in park and recreational facilities, and Policy 8.7 that expand joint-use agreements with Los Angeles Unified School District and other institutions to increase public access to school-based recreation facilities. These policies integrate recreation with habitat restoration and climate adaptation, ensuring long-term sustainability and community benefits. Therefore, the proposed plans would result in no impact related to the need for construction of new or altered recreational facilities.

**NO IMPACT**

# 17 Transportation

|                                                                                                                                                                  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                               |                                |                                                    |                              |                                     |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Result in inadequate emergency access?                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando’s circulation system includes major and secondary highways, collector streets, and local access streets, complemented by regional freeway access via Interstate 5, Interstate 405, Interstate 210, and SR 118. Public transit options include eight Metro bus routes, the Sylmar/San Fernando Metrolink Station on the Antelope Valley Line, and the San Fernando trolley, which provides local service.<sup>91</sup> Regional connectivity is further supported by intercity bus services.

Local and regional plans addressing the circulation system in San Fernando include the SCAG RTP/SCS, the City’s current General Plan Circulation Element, and the San Fernando Safe and Active Streets Implementation Plan. The SCAG RTP/SCS applies to a broad region of southern California including the Counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial, and lays out a pathway to achieve integrated transportation systems, reduced greenhouse gas emissions, and improved mobility through sustainable land use and multimodal transportation strategies.<sup>92</sup>

The City’s current General Plan Circulation Element establishes a framework for a safe and efficient transportation system that supports existing and future land uses. The current General Plan Circulation Element includes the following goals:

<sup>91</sup> San Fernando. City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed November 2025.

<sup>92</sup> SCAG. 2024. Connect SoCal the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Available: <https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf>. Accessed December 2025.

1. To provide an efficient street system which allows maximum accessibility, while providing maximum safety and economy of movement.
2. To provide a street system that links San Fernando to other communities and regional facilities, while providing the residents of those communities with easily accessible routes to various facilities within the City of San Fernando.
3. To recognize problem areas and to implement programs aimed at solving those problems.
4. To generate a pedestrian- and transit-oriented network of complete streets within the Corridors Specific Plan area that provides high quality connections to the Metrolink Station for all travel modes, while balancing the needs of automobile access with the safety and comfort of pedestrians and bicyclists.<sup>93</sup>

Additionally, San Fernando prepared a Safe and Active Streets Implementation Plan which focuses on short- and long-term projects to make streets safer and more comfortable for pedestrians and cyclists through the City.<sup>94</sup>

### **Impact Analysis**

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development that could conflict with policies addressing the circulation system or generate VMT that conflicts with CEQA Guidelines Section 15064.3, subdivision (b).

The proposed Mobility Element Update would build upon the goals of the current General Plan Circulation Element to create a safe, efficient, and accessible transportation network that supports all modes of travel, including walking, biking, rolling, driving, and public transit, while promoting sustainability and reducing traffic congestion. The Mobility Element Update would establish a comprehensive vision for a safe, efficient, and climate-resilient transportation network that supports all modes of travel- walking, biking, rolling, transit, and driving, all while reducing VMT and promoting sustainability. Its goals and policies emphasize Complete Streets, active transportation connectivity, transit integration, and climate adaptation measures such as shade and cooling amenities. Additionally, CARP Measures MLU-1 through MLU-4 focus on expanding shaded sidewalks and bike lanes, enhancing local transit and integrating with regional systems, promoting zero-emission vehicles and EV charging, and creating resilience hubs co-located with transit and micromobility amenities. The policies and measures established by the Mobility Element Update and CARP align with existing programs and plans, including the San Fernando Safe and Active Streets

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<sup>93</sup> San Fernando, City of. 1987. City of San Fernando Revised General Plan. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/04/General-Plan.pdf>. Accessed November 2025.

<sup>94</sup> San Fernando, City of. 2022. San Fernando Safe and Active Streets Implementation Plan. Available: [https://ci.san-fernando.ca.us/wp-content/uploads/2022/03/San-Fernando-Plan\\_022822\\_compressed.pdf](https://ci.san-fernando.ca.us/wp-content/uploads/2022/03/San-Fernando-Plan_022822_compressed.pdf). Accessed December 2025.

Implementation Plan and SCAG RTP/SCS.<sup>95</sup> Therefore, the proposed plans would result in no impact related to implementation of plans addressing the transportation circulation system.

**NO IMPACT**

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, they would not result in impacts related to roadway transportation hazards or inadequate emergency access. Furthermore, these outcomes are supported by Mobility Element Update policies such as Policy 1.3, which reduces speeding and enhances safety in residential and pedestrian-priority areas, Policy 1.8 which co-locates emergency preparedness resources with transportation amenities in vulnerable neighborhoods, and Policies 3.5 and 3.6 which prioritize safety upgrades and aim to eliminate serious and fatal crashes along high-risk corridors. Thus, the proposed plans would result in no impact related to transportation hazards and emergency access.

**NO IMPACT**

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<sup>95</sup> San Fernando, City of. 2022. San Fernando Safe and Active Streets Implementation Plan. Available: [https://ci.san-fernando.ca.us/wp-content/uploads/2022/03/San-Fernando-Plan\\_022822\\_compressed.pdf](https://ci.san-fernando.ca.us/wp-content/uploads/2022/03/San-Fernando-Plan_022822_compressed.pdf). Accessed December 2025.

# 18 Tribal Cultural Resources

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Potentially Significant Impact                                  | Less than Significant with Mitigation Incorporated              | Less than Significant Impact                                    | No Impact                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> |

## Environmental Setting

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

According to results of the Native American Heritage Commission SB 18 consultation list request, San Fernando is within the ancestral territory of 15 tribes, including the following:

- Barbareño/Ventureño Band of Mission Indians
- Cahuilla Band of Indians
- Coastal Band of the Chumash Nation
- Fernandeno Tataviam Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Northern Chumash Tribal Council
- San Fernando Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Santa Ynez Band of Chumash Indians
- Santa Ynez Band of Mission Indians
- Soboba Band of Luiseno Indians

Although the City is largely built-out, there is the potential for buried and previously undiscovered tribal cultural resources associated with the above-listed tribes to be present throughout the City.

## **Impact Analysis**

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. As a part of the proposed plans adoption process, SB 18 outreach was conducted and a request for consultation was sent to the contacts for 15 Native American Tribes provided by the Native American Heritage Commission listed above under *Environmental Setting*. No consultation requests were received.

The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Because the proposed plans are policy documents that do not involve or approve physical development, the proposed plans would not create a substantial adverse change in the significance of a tribal cultural resource. Future projects that occur during implementation of the proposed plans would undergo project-specific developmental review to address potential impacts

and would be required to comply with federal, State, and local tribal cultural and archaeological regulations prior to final siting and construction. The Open Space, Conservation, Park and Recreation Element Update includes Goal 10.0 which aims to preserve archaeological, tribal, and historic resources for future generations to protect and honor the City's cultural heritage. The City supports this through its Historic Preservation Ordinance and General Plan Historic Preservation Element policies, which protect cultural and archaeological resources in addition to historic buildings, while State laws like SB 18, AB 52, and CEQA require tribal consultation and mitigation of potential impacts.<sup>96, 97</sup> Future projects would be required to comply with all applicable local, State, and federal policies which enforce guidelines for the protection and preservation of tribal cultural resources in the City. As such, tribal cultural resources would be protected prior to and/or upon discovery. Therefore, the proposed plans would result in no impact related to tribal cultural resources.

**NO IMPACT**

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<sup>96</sup> Los Angeles Conservancy. 2025. San Fernando Historic Preservation Ordinance. Available: <https://www.laconservancy.org/save-places/community-preservation/san-fernando/>. Accessed December 2025.

<sup>97</sup> San Fernando. City of. 2005. General Plan Historic Preservation Element. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2015/11/Historic-Preservation-Element-with-adoption-date.pdf>. Accessed December 2025.

# 19 Utilities and Service Systems

|                                                                                                                                                                                                                                                                                      | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                   |                                |                                                    |                              |                                     |
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

## Environmental Setting

San Fernando receives electricity services from Southern California Edison (SCE) and natural gas service from Southern California Gas Company (SoCalGas).

The City of San Fernando Public Works Department operates the municipal water utility. The City's potable water supply comes primarily from local groundwater wells drawing from the Sylmar Basin, supplemented by emergency connections to the Metropolitan Water District (MWD) and the City of Los Angeles distribution system during extreme conditions.<sup>98</sup>

<sup>98</sup> San Fernando, City of. 2024. 2024 Annual Water Quality Report. Available: <https://ci.san-fernando.ca.us/wp-content/uploads/2025/07/2025-Annual-Water-Quality-Report-ENG.pdf>. Accessed November 2025.

San Fernando maintains its own sanitary sewer collection system, which consists of approximately 40 miles of sewer mains, 800 manholes, pipelines, and pumping stations. Wastewater collected in the City is conveyed to regional treatment facilities operated by the City of Los Angeles Department of Public Works, including the Donald C. Tillman Water Reclamation Plant in Van Nuys and the Los Angeles/Glendale Water Reclamation Plant.

The City manages a network of storm drains, catch basins, and infiltration systems to control urban runoff. The City complies with the Los Angeles County MS4 Permit and implements Low Impact Development (LID) standards for new development and redevelopment, as established in Chapter 34, Article III of the San Fernando Municipal Code. San Fernando is served by multiple telecommunications providers, including AT&T, Spectrum, Frontier, Verizon and T-Mobile 5G Home. These companies offer broadband, mobile, and bundled services for residents and businesses.

Solid waste, recycling, and organics collection in San Fernando are provided under an exclusive franchise agreement with Republic Services. Materials, including recyclables, are collected curbside and transported to regional processing and disposal facilities. The City also participates in California's SB 1383 organics recycling mandate, requiring separation of food and yard waste to reduce methane emissions and support composting and edible food recovery programs.<sup>99</sup>

## **Impact Analysis**

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. Furthermore, the proposed plans would not result in an increase in population and housing, as described in Section 14, *Population and Housing*, that could require the construction of new utilities. As such, the proposed plans would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities or require the relocation or construction of new or expanded utility infrastructure.

The Open Space, Conservation, Parks and Recreation Element Update includes policies that reduce resource demands and enhance sustainability; Policy 6.3 enforces compliance with water conservation regulations and promotes efficient water use, Policy 6.4 encourages installation of greywater and recycled-water systems for irrigation in new development and major retrofits, and Policy 6.5 calls for municipal efficiency upgrades, such as irrigation retrofits and drought-tolerant landscaping at City facilities. In addition, Policy 7.1 advances urban heat island mitigation, which can reduce electricity use for cooling. Similarly, the CARP integrates Measures UE-1 through UE-3 to enhance water resilience, water conservation, and stormwater management, and Measure BU-1 through BU-4 to advance energy efficiency, electrification, and renewable energy adoption. Therefore, the proposed plans would result in no impact related to need for relocation or

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<sup>99</sup> San Fernando. City of. 2025. Trash Information. Available: <https://ci.san-fernando.ca.us/trash-information/#bulky-items>. Accessed November 2025.

construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

**NO IMPACT**

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. Would the project result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The proposed plans involve the adoption of policy documents that would advance San Fernando's vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development that would have the potential to increase demand for water supply or wastewater treatment.

Rather, the proposed plans include measures to reduce water use and associated wastewater generation within the City of San Fernando. The Open Space, Conservation, Parks and Recreation Element Update contain policies that advance water efficiency and conservation, such as Policy 6.3 which aims to maintain and strengthen compliance with State and local water conservation regulations through monitoring and education and Policy 6.4 which encourages the installation of greywater and recycled-water systems for landscape irrigation in new development and major retrofits. In addition, Policy 6.5 aims to retrofit City facilities with water-efficient fixtures and drought-tolerant landscaping. These strategies reduce potable water demand and, in turn, decrease wastewater generation. The CARP reinforces these efforts by promoting green infrastructure and drought-resilient landscaping as part of climate adaptation measures. Measure UE-1 focuses on enhancing water system resilience by expanding programs for leakage detection, drought-tolerant landscaping, and low-flow fixtures, as well as integrating greywater reuse and stormwater capture features such as bioswales and rain gardens. Measure UE-2 aims reduce irrigation needs and support stormwater infiltration. Together, these measures lower overall water use while improving resilience to drought and flooding. Therefore, the proposed plans would result in no impact related to water supply and wastewater treatment capacity.

**NO IMPACT**

- d. Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The proposed plans would not facilitate increased development and, thus, would not result in an increase in solid waste collection and disposal demand. The proposed plans would align with federal, State, and local regulations that seek to decrease the production of solid waste and increase solid waste diversion rates, such as SB 1383. CARP Measure UE-3 focuses on increasing diversion of landfilled organics in San Fernando to achieve compliance with SB 1383 by expanding food scrap

and green waste collection, using recovered organic waste products locally, and partnering with schools and nonprofits to recover surplus edible food for residents. Action UE-2.5 would include multilingual education on proper composting and bin use; Action UE-3.2 would establish community compost hubs and target outreach for multi-family properties, and Action UE-4 through Action UE-3.7 would establish creating new community gardens, enhancing food recovery logistics, and meeting CalRecycle procurement targets for recovered organic waste products. Together, these measures support compliance with State mandates such as SB 1383 by decreasing waste generation and increasing diversion. Therefore, the proposed plans would result in no impact related to solid waste generation or implementation of solid waste reduction regulations.

**NO IMPACT**

## 20 Wildfire

|                                                                                                                                                                                                                                                                    | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:                                                                                                                                   |                                |                                                    |                              |                                     |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

### Environmental Setting

Fire protection in San Fernando is provided by LAFD. The LAFD reviews site plans, construction plans, and architectural plans prior to occupancy to ensure the required fire protection safety features, including building sprinklers and emergency access, are implemented. The LAFD Station #75 located at 15345 San Fernando Mission Boulevard, Station #91 located at 14430 Polk Street, and Station #98 located at 13035 Van Nuys Boulevard are the closest fire stations to San Fernando. According to the Department of California Forestry and Fire Protection (CAL FIRE), no part of San Fernando is designated as a Very High Fire Hazard Severity Zone (VHFHSZ).<sup>100</sup> The nearest VHFHSZ is located southeast of the City, along its boundary.

<sup>100</sup> Department of California Forestry and Fire Protection (CAL FIRE). 2024. Very High Fire Hazard Severity Zone Viewer. Available: <https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0>. Accessed November 2025.

## Impact Analysis

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

San Fernando is a built-out, urbanized community located within the northeastern part of the San Fernando Valley, and no portions of the City are designated as State Responsibility Areas or classified as Very High Fire Hazard Severity Zones by Cal Fire. The proposed plans do not propose specific development or new residential or commercial land uses that could be subject to wildfire, nor would they result in other physical changes to the environment that could increase the risk of wildfire. As a result, adoption of the proposed plans would not impair an adopted emergency response or evacuation plan, nor would they exacerbate wildfire risks related to slope, prevailing winds, or other site characteristics. The proposed plans would also not necessitate new infrastructure such as fuel breaks, emergency water supplies, or other utilities that could increase fire risk or create secondary environmental impacts. Finally, there would be no risk of exposing people or structures to post-wildfire hazards such as pollutant concentrations, slope instability, or flooding since these hazards are not present in the City's setting. Therefore, the proposed plans would result in no impact related to wildfire.

### **NO IMPACT**

# 21 Mandatory Findings of Significance

|  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|
|--|--------------------------------|----------------------------------------------------|------------------------------|-----------|

Does the project:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)?                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The proposed plans involve the adoption of policy documents that would advance San Fernando’s vision for a more connected and resilient community. Together, they aim to reduce greenhouse gas emissions, expand sustainable mobility options, improve access to parks and open spaces, conserve natural resources, and integrate climate adaptation measures such as urban greening and heat mitigation. The proposed plans do not in and of themselves propose or grant entitlements for specific projects or development. The proposed plans contain goals, policies, measures, and actions that advance the protection of the environment through reduced VMT and GHG emissions, habitat

restoration and conservation, cultural resources conservation, and open space preservation. The proposed plans would not facilitate development that would degrade the quality of the environment (as addressed throughout this document), eliminate or threaten wildlife habitats or protected species (as addressed in Section 4, *Biological Resources*), or eliminate important examples of the major periods of California history or prehistory (as addressed in Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*).

Through the City's development review process, future projects that are implemented under the proposed plans would be evaluated for potential direct and indirect impacts on biological and cultural resources, in accordance with CEQA and all applicable regulations. Therefore, the proposed plans would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Therefore, the proposed plans would result in no impact on the environment, specifically biological and cultural and tribal cultural resources.

**NO IMPACT**

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)?*

As described under *Cumulative Scenario*, San Fernando is anticipated to have approximately 25,700 residents, 12,247 jobs, and 8,762 households in the year 2030, representing the cumulative scenario for the proposed plans. As discussed in the Environmental Checklist Sections 1 through 20, all impact areas were determined to have no impact as a result of project implementation. Therefore, the proposed plans would not contribute to cumulative impacts.

**NO IMPACT**

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, noise, transportation, and wildfire impacts. As detailed in Section 3, *Air Quality*, Section 8, *Greenhouse Gas Emissions*, Section 9, *Hazardous and Materials*, Section 13, *Noise*, Section 17, *Transportation*, and Section 20, *Wildfire* the proposed plans would have no impact related to these resources. Therefore, the proposed plans would result in no direct or indirect impact on human beings.

**NO IMPACT**

## List of Preparers

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Rincon Consultants, Inc. prepared this environmental checklist under contract to the City of San Fernando. Persons involved in data gathering, environmental impact analysis, project management, formatting, and quality control are listed below.

- Kelsey Bennett, Environmental & Sustainability Planning Director
- Emily Marino, Senior Environmental Planner
- Monet Bernard, Environmental Planner
- Maya Ziff, Environmental Planner
- Gina Gerlich, Data Analyst
- Debra Jane Seltzer, Formatting Specialist