

RESOLUTION NO. 19

A RESOLUTION OF THE OVERSIGHT BOARD OF THE SUCCESSOR AGENCY TO THE SAN FERNANDO REDEVELOPMENT AGENCY APPROVING THE SUCCESSOR AGENCY'S AMENDED LONG-RANGE PROPERTY MANAGEMENT PLAN PURSUANT TO HEALTH AND SAFETY CODE SECTION 34191.5

RECITALS:

A. Pursuant to ABx126 enacted in June 2011 (as amended by AB 1484 enacted in June 2012, the "Dissolution Law"), the Redevelopment Agency of the City of San Fernando (the "Dissolved RDA") was dissolved as of February 1, 2012, and the City of San Fernando, acting in a separate limited capacity and known as the Successor Agency of the Redevelopment Agency of the City of San Fernando, has elected to serve as the successor agency (the "Successor Agency") of the Dissolved RDA; and

B. Pursuant to Health and Safety Code Section 34175(b) and the California Supreme Court's decision in *California Redevelopment Association, et al. v. Ana Matosantos, et al.* (53 Cal.4th 231(2011)), on February 1, 2012, all assets, properties, contracts, leases, books and records, buildings, and equipment of the former San Fernando Redevelopment Agency (the "Agency") transferred to the control of the Successor Agency to the Agency (the "Successor Agency") by operation of law.

C. Pursuant to Health and Safety Code Section 34173(g), as added by the Dissolution Law, the Successor Agency is a separate legal entity from the City of San Fernando (the "City"); and

D. The City Council (the "City Council") of the City serves in a separate capacity as the governing board of the Successor Agency; and

E. The Successor Agency is charged with paying the enforceable obligations, disposing of the properties and other assets, and unwinding the affairs of the Dissolved RDA; and

F. An Oversight Board for the Successor Agency (the "Oversight Board") has been formed and is functioning in accordance with Health and Safety Code Section 34179; and

G. Pursuant to Health and Safety Code Section 34191.5(b), the Successor Agency must prepare a Long Range Property Management Plan which addresses the disposition and use of the real properties of the former Agency, and which must be submitted to the Oversight Board of the Successor Agency (the "Oversight Board") and the Department of Finance (the "DOF") for approval no later than six months following the issuance by DOF to the Successor Agency of a finding of completion pursuant to Health and Safety Code Section 34179.7.

H. Pursuant to City Ordinance No. 1600 dated July 6, 2010, the City Council adopted the Amended and Restated Consolidated Redevelopment Plan for Project Area No. 1A and the San Fernando Merged Redevelopment Project Area (Including Project Areas 1, 2, 3, 3A, and

4:the "Redevelopment Plan") for the San Fernando Merged Redevelopment Project Area (the "Project Area"), which Redevelopment Plan was being implemented by the Dissolved RDA up until its dissolution; and

I. Pursuant to Ordinance No. 770 dated June 1, 1959, the City Council formed Parking District No. 1 under the provisions of the State of California Parking District Law of 1951. Six of the seven parking lot properties noted in the LRPMP are located within Parking District No. 1 (i.e., Parking Lot Nos. 3, 5, 8, 10, 11 and 12) and Parking Lot No. 6N is within Redevelopment Project Area 3/A and outside said District; and,

J. Pursuant to Ordinance No. 912 dated November 22, 1965, and Resolution No. 4040 dated October 25, 1965, the City Council established Parking and Business Improvement Area A, which included former Agency-owned Parking Lots Nos. 3, 5, 8, 10, 11 and 12, establishing additional levies to help pay for financial obligations for Parking District No. 1 including maintenance and operation costs of the public parking lots and bond payments; and,

K. Pursuant to Ordinance No. 973 dated November 4, 1968, the City Council established Parking and Business Improvement Area B, which included former Agency-owned Parking Lot Nos. 3, 5, 8, 10, 11 and 12 establishing additional levies to help pay for general promotion of retail trade activity, including maintaining the San Fernando pedestrian mall; and,

L. Pursuant to Resolution No. 1096 dated August 14, 1933, and Health and Safety Code Section 33490, the former Agency adopted the Five-Year Implementation Plan for Fiscal Years 2010/11-2014/15 and the Associated Affordable Housing Strategy for the consolidated Project Area containing specific goals and objectives of the former Agency for the Project Area, the specific programs (including potential projects) proposed during the identified five fiscal years; and,

M. Pursuant to Ordinance No. 1562 dated January 3, 2005, the City Council adopted the San Fernando Corridors Specific Plan, amending the San Fernando Municipal Code regarding Specific Plan Zones, and amending the City's zoning map, and rezoning the properties within the Specific Plan Area ("SP-4 Zone) including all former RDA-owned Properties located with said SP-4 Zone; and,

N. Pursuant to Health and Safety Code Section 34175(b), the real property and specified other assets of the Dissolved RDA are to be transferred to the ownership and control of the Successor Agency as of February 1, 2012, including the following eight properties (collectively, the "Properties") within the Project Area and subject to the Redevelopment Plan, the 2010-2015 Redevelopment and Housing Implementation Plan/Affordable Housing Strategy, and the San Fernando Corridors Specific Plan and the City's General Plan:

1. Portion of Parking Lot No. 3 – An approximately 0.21-acre property located at the southeast San Fernando Mission Boulevard and Celis Street in the Project Area;

2. Portion of Parking Lot No. 5 – An approximately 0.56-acre property located at the southeast San Fernando Mission Boulevard and Truman Street in the Project Area;

3. Parking Lot No. 6N – An approximately 0.81-acre property located at southeast corner of North Maclay Avenue and First Street in the Project Area;

4. Parking Lot No. 8 – An approximately 0.99-acre property located at southwest corner of South Brand Boulevard and Celis Street in the Project Area;

5. Parking Lot No. 10 – An approximately 0.38-acre property located at southwest corner of South Brand Boulevard and Celis Street in the Project Area;

6. Parking Lot No. 11 – An approximately 0.25-acre property located on Celis Street, between South Maclay Avenue and South Brand Boulevard;

7. Parking Lot No. 12 – An approximately 0.19-acre property located on Celis Street, between South Maclay Avenue and South Brand Boulevard; and,

8. Vacant former RDA – owned property at 1320 San Fernando Road – An approximately 0.92-acre property with street frontages on San Fernando Road and Celis Street.

O. The Properties noted in Section J above were acquired by the City’s dissolved Redevelopment Agency for redevelopment with uses consistent with, and for projects identified in, the Redevelopment Plan, as well as the 2010-2015 Redevelopment and Housing Implementation Plan/Affordable Housing Strategy, and the San Fernando Corridors Specific Plan and the City’s General Plan; and

P. Pursuant to Health and Safety Code Section 34179.7, DOF issued a finding of completion to the Successor Agency on October 3, 2013; and

Q. Pursuant to Successor Agency Resolution No. 63 on March 3, 2014, the Board of the Successor Agency reviewed and approved the Long-Range Property Management Plan (the “LRPMP”), which LRPMP addresses the disposition and use of the real properties of the former Agency and includes the information required pursuant to Health and Safety Code Section 34191.5(c); and

R. Pursuant to Oversight Board Resolution No. 18 on March 19, 2014, the Oversight Board reviewed and approved the LRPMP and directed Successor Agency staff to submit the LRPMP to the DOF that resulted in Successor Agency staff’s submittal of the LRPMP to the DOF on March 25, 2014; and,

S. Pursuant to Health and Safety Code Section 34191.5(b), on April 23, 2014, the DOF issued a preliminary determination denying the LRPMP because in the view of the DOF of the following:

a. Property Nos. 2 (Parking Lot No. 11) and 3 (Parking Lot No. 12) were determined by the DOF to not qualify for governmental use pursuant to Health and Safety Code Section 34181 and would either have to be proposed to be retained for future development or sold off and sale proceeds redistributed to the appropriate taxing entities; and,

b. Pursuant to HSC 34180(f)(1), the DOF also required as part of its preliminary review that the LRPMP be amended and Oversight Board adopt a new resolution that Successor Agency includes specific provisions noting the City's intention to enter into compensation agreements with taxing entities prior to the future transfer of properties; and,

c. The DOF requested additional supporting documentation from the Successor Agency provide documents which supports the parking lots as belonging to an assessment district. The documents should show that the assessment is still current and that there is an assessed fee for the maintenance of the parking lots within said assessment district; and,

d. The DOF requested specific page references from the City's general plan, specific plan, and redevelopment plans noting future development plans for LRPMP Property Nos. 4 through 8.

e. In addition, the DOF requested revised language for LRPMP Property No. 6 (Parking Lot No. 8) correcting the Los Angeles County Assessor Parcel Number ("APN") for the property, which is APN 2522-004-904.

T. On April 30, 2014, Successor Agency staff conducted a teleconference with DOF staff regarding the matters covered in Recital Paragraph S, above, to support the LRPMP proposed by the Successor Agency for the retention of Property Nos. 2 and 3 for governmental use and retention of LRPMP Property Nos. 4 through 8 for future development;

U. The Successor Agency interprets Health and Safety Code Section 34191.5 to mean that agreements with taxing entities are not required in connection with the disposition of successor agency properties to the sponsoring city for future development. The Successor Agency bases its interpretation on the fact that Health and Safety Code Section 34180(f) is a statutory provision that was included in the original form of the redevelopment dissolution law enacted under ABx1 26, before the LRPMP provisions were created under AB 1484, and that Health and Safety Code Section 34180(f) does not apply once a successor agency receives a finding of completion and the provisions of Chapter 9 become operative. In other words, Health and Safety Code Section 34180(f), along with all other provisions relating to property disposition, is superseded once the LRPMP has been adopted. The DOF, on the other hand, interprets redevelopment dissolution laws to mean that compensation agreements are required pursuant to Health and Safety Code Section 34180(f) where Successor Agency properties are to be transferred to the sponsoring city for future development.

V. In May 2014, the DOF informed the Successor Agency and the City that the Successor Agency and the City do not have to reach compensation agreements with taxing entities prior to the Successor Agency's transfer of future development property to the City. The DOF has stated that the Successor Agency-to-city transfer can occur at any time after the DOF approves the Successor Agency's LRPMP (as amended to conform to the DOF comments), and that the City should reach a compensation agreement with the other taxing entities prior to the City's subsequent disposition of the property to a third party for development purposes. Furthermore, in its recent LRPMP approval letters, the DOF has stated that "The compensation

agreements negotiated by and between the City and the other taxing entities are not subject to OB [Oversight Board] or Finance approval.”

W. Based on the DOF's recent clarification regarding compensation agreements, the Successor Agency and the City each express and declare an intention to enter into an agreement or agreements with the affected taxing entities prior to the City's disposition of the future development properties. The City anticipates the compensation agreement(s) would specify that any net unrestricted proceeds from sales of the properties would be distributed to all of the affected taxing entities on a pro rata basis in proportion to each entity's respective share of the property tax base, and that the calculation of net unrestricted proceeds would take into account the transaction costs incurred by the City in marketing the property and processing the sale or lease, as well as the costs incurred by the City in carrying or maintaining the property and in preparing and improving the site for development. This paragraph will not be operative if a court order or decision, legislation or DOF policy reverses DOF's directive regarding such compensation agreements.

X. A copy of the Successor Agency's Amended LRPMP as consistent with the foregoing recital paragraph is on file with the Oversight Board's Designated Contact Official.

NOW, THEREFORE, THE OVERSIGHT BOARD OF THE SUCCESSOR AGENCY TO THE SAN FERNANDO REDEVELOPMENT AGENCY DOES HEREBY RESOLVE, FIND, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. The above recitals are true and correct and are a substantive part of this Resolution. The purpose of the adoption of this Resolution by the Oversight Board is to evidence the approval by the Oversight Board of the actions taken by the Successor Agency in response to comments of the DOF with respect to the LRPMP as submitted to the DOF for review and comment as of March 25, 2014.

Section 2. Pursuant to Health and Safety Code Section 34180(j), the Successor Agency submitted the LRPMP as modified consistent with Recital Paragraph X through W, inclusive, above for review and approval to the Oversight Board on June 12, 2014 (the “Amended LRPMP”) with similar document to be transmitted to the County Administrative Officer, the County Auditor-Controller, and the DOF.

Section 3. The Oversight Board of the Successor Agency to the San Fernando Redevelopment Agency hereby approves the Amended LRPMP substantially in the form attached hereto as Exhibit “A”, which includes: retention of Parking Lots Nos. 6N, 11 and 12 by the City for governmental use pursuant to subdivision (a) of Health and Safety Code Section 34181; retention of portion of Parking Lots Nos. 3 and 5, and Parking Lots Nos. 8, 10 and former Agency-owned property at 1320 San Fernando Road by the Successor Agency as properties to be transferred to the City and retained for future development pursuant to Health and Safety Code Section 34191.5(c)(2); and, includes new language noting the City intends to enter into an agreement or agreements with the affected taxing entities prior to the City's disposition of the future development properties under the Amended LRPMP unless said compensation agreements are determined to no longer be operative by court order or decision, State legislation, or DOF policy reverses DOF's directive regarding such compensation agreements and the implementation of the Amended LRPMP.

Section 4. The Oversight Board hereby authorizes and directs Successor Agency staff, to do any and all things which they may deem necessary or advisable to effectuate this Resolution, submit the Amended LRPMP to the DOF and to implement any such actions previously taken with respect to the Amended LRPMP are hereby ratified.

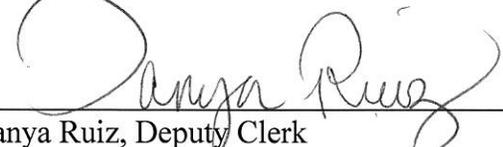
Section 5. This Resolution has been reviewed with respect to the applicability of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”). Pursuant to the State CEQA Guidelines (14 Cal Code Regs 15000 et seq.)(the “Guidelines”), the Successor Agency has determined that the approval of the Amended LRPMP is not a project pursuant to CEQA and is exempt therefrom because it is an organizational or administrative activity of government that will not result in direct or indirect physical changes in the environment (Guidelines Section 15378(b)(5)). Further, it can be seen with certainty that there is no possibility that approval of the Amended LRPMP may have a significant effect on the environment, and thus the action is exempt from CEQA (Guidelines Section 15061(b)(3)). Any future development of any of the properties listed in the Amended LRPMP shall be reviewed pursuant to CEQA in order to assess any potential significant effect on the environment. Therefore, Successor Agency staff has been directed to prepare and post a notice of exemption pursuant to Guidelines Section 15062.

PASSED, APPROVED, AND ADOPTED this 12th day of June, 2014.



Judith N. Frank, Chairperson

ATTEST:



Tanya Ruiz, Deputy Clerk
County of Los Angeles, Board of Supervisors
Acting as Secretary to the
San Fernando Oversight Board

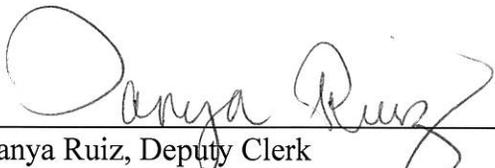
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

I HEREBY CERTIFY that the foregoing Resolution was approved and adopted at a regular meeting of the Oversight Board of the Successor Agency to the San Fernando Redevelopment Agency held on the 12th day of June, 2014, by the following vote to wit:

AYES: Frank, F. Ramirez, Moran, Perez, Gomez-Garcia, Bass

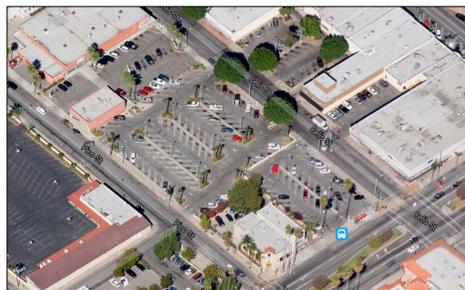
NOES: None

ABSENT: J. Ramirez



Tanya Ruiz, Deputy Clerk
County of Los Angeles, Board of Supervisors
Acting as Secretary to the
San Fernando Oversight Board

Amended Long Range Property Management Plan



Prepared by
**Successor Agency to the
San Fernando Redevelopment Agency**



June 2013



I. Introduction

One of the key components of the dissolution of redevelopment is the requirement that all successor agencies prepare a Long Range Property Management Plan (LRPMP) that governs the disposition and use of non-housing properties owned by the former redevelopment agency (former RDA). This document is the LRPMP for the Successor Agency to the former RDA of the City of San Fernando (Successor Agency). The Successor Agency has prepared the LRPMP in accordance with Health and Safety Code (HSC) §34191.5.

A. LRPMP Requirements

The former San Fernando Redevelopment Agency (former RDA) was dissolved on February 1, 2012, pursuant to ABx1 26, as amended by AB 1484. These Redevelopment Dissolution Statutes govern the dissolution of the former RDA, which includes the disposition of the former RDA's real property. At the time of its dissolution, the former RDA owned properties located at eight sites. Pursuant to the dissolution laws, ownership of the non-housing properties transferred to the Successor Agency on February 1, 2012. All of these properties are located within the boundaries of the former RDA's project areas and are subject to the provisions of the redevelopment plans, the San Fernando General Plan, zoning code and land use regulations, as set forth in City of San Fernando (City) codes and ordinances.

Pursuant to HSC §34179.7, a Successor Agency is required to submit the LRPMP to its Oversight Board and the State of California Department of Finance (DOF) no later than six months following DOF's issuance of the Finding of Completion (FOC) to the Successor Agency. DOF approved the FOC for the Successor Agency on October 3, 2013. Thus, the LRPMP is due to DOF by April 3, 2014. The Successor Agency is now responsible for the disposition of the properties in accordance with the procedures and requirements of the Redevelopment Dissolution Statutes, and the first step is to prepare the LRPMP. Upon approval by the Oversight Board and DOF, the LRPMP will govern and supersede all other provisions relating to the disposition and use of the former RDA's real property assets. (Note, the dissolution laws do not specify a statutory deadline for DOF to complete its review of the LRPMP.)

In accordance with HSC §34191.5(c), this LRPMP contains specific information related to the properties, and sets forth the proposed plan for disposition and use of the properties. Accompanying this LRPMP is the information checklist requested by DOF and the DOF Tracking Worksheet.

Compensation Agreements and Properties to Be Retained for Future Development

The Successor Agency interprets HSC Section 34191.5 to mean that agreements with taxing entities are not required in connection with the disposition of successor agency properties to the sponsoring city for future development. The Successor Agency bases its interpretation on the fact that Section 34180(f) is a statutory provision that was included in the original form of the redevelopment dissolution law enacted under ABx1 26, before the LRPMP provisions were created under AB 1484, and that HSC Section 34180(f) does not apply once a successor agency receives a FOC and the provisions of Chapter 9 become operative. In other words, Section 34180(f), along with all other provisions relating to property disposition, is superseded once the LRPMP has been adopted. DOF, on the other hand, interprets redevelopment dissolution laws to mean that compensation agreements are required pursuant to Section 34180(f) where Successor Agency properties are to be transferred to the sponsoring city for future development.

In April 2014, DOF clarified that a city does not have to reach compensation agreements with taxing entities prior to the Successor Agency’s transfer of future development property to the city. DOF has stated that the Successor Agency-to-city transfer can occur at any time after DOF approves a Successor Agency’s LRPMP, and that the City should reach a compensation agreement with the other taxing entities prior to the City’s subsequent disposition of the property to a third party for development purposes. Furthermore, in its recent LRPMP approval letters, DOF has stated that “The compensation agreements negotiated by and between the City and the other taxing entities are not subject to OB [Oversight Board] or Finance approval.”

Based on DOF’s recent clarification regarding compensation agreements, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City’s disposition of the future development properties. The City anticipates the compensation agreement(s) would specify that any net unrestricted proceeds from sales of the properties would be distributed to all of the affected taxing entities on a pro rata basis in proportion to each entity’s respective share of the property tax base, and that the calculation of net unrestricted proceeds would take into account the transaction costs incurred by the City in marketing the property and processing the sale or lease, as well as the costs incurred by the City in carrying or maintaining the property and in preparing and improving the site for development. This paragraph will not be operative if a court order or decision, legislation or Department of Finance policy reverses DOF’s directive regarding such compensation agreements.

B. LRPMP Organization

The LRPMP is organized as follows:

I. Introduction

- A. LRPMP Requirements
- B. LRPMP Organization
- C. Summary of Properties
- D. Governmental Purpose Public Parking Lots
- E. Redevelopment Background

II. Property Inventory and Disposition and Use

- A. Property to be Transferred to City and Retained for Governmental Use
 - o City Parking Lot No. 6N
 - o City Parking Lot No. 11
 - o City Parking Lot No. 12

- B. Properties to be Transferred to City and Retained for Future Development
 - o City Parking Lot No. 3
 - o City Parking Lot No. 5
 - o City Parking Lot No. 8
 - o City Parking Lot No. 10
 - o 1320 San Fernando Road

Please note, for the properties Parking Lots Nos. 3, 5, 8, and 10, any future development would include the requirement that all of the existing surface parking spaces be replaced.

C. Properties to be Sold

None

D. Use of the property to fulfill an enforceable obligation

None

Appendix A: Information Checklist

Appendix B: Tracking Worksheet

C. Summary of Properties

As stated above, the Successor Agency is responsible for the disposition of eight former RDA properties, of which six are located in Project Area 1, one is located in Project Area 1A, and one is located in Project Area 3. Section E below provides background on the City’s redevelopment efforts and summarizes the former RDA’s Redevelopment Project Areas.

Use of Former RDA Properties

One property is currently vacant, and the other seven are public parking lots. One of these parking lots—Parking Lot No. 6N—serves as the parking lot for the San Fernando Police Department and City Hall.

The other former RDA-owned parking lots are located within Parking District No. 1 and the Parking and Business Improvement Area A, and have been constructed and used, and will continue to be used to serve a governmental purpose. The properties were acquired and/or developed using tax-exempt bond proceeds and/or tax increment revenue. The City, on behalf of the Parking District, issued special purpose tax exempt bonds to assist with the acquisition and development of the public parking lots. The City also formed a Parking Authority that issued special purpose tax exempt bonds to assist with the acquisition and development of the public parking lots.

The use of tax-exempt bonds (exempt both as to state and federal income taxes) by both the City and the Parking Authority in order to acquire and/or develop the parking lots represents a binding obligation under state and federal tax law to maintain the involved parking improvements as a publicly-owned governmental purpose assets—assets that must remain available to the general public without discrimination or private preference. The use of tax-exempt bond proceeds to create these governmental capital assets precludes their “sale” to a private entity for use in connection with a for-profit development or for parking use on preferential basis. These bonds could not have been considered tax- exempt under law but for the fact that these parking structures were being permanently devoted to a public governmental use on a non-discriminatory basis.

Furthermore, assessed real property owners in the Parking District generated the revenues used to finance the bonds. This assessment represents a fiduciary and statutory obligation, which precludes the public municipal parking assets from being converted into a privately-owned parking lot or structure operated on a for-profit basis. If any of the parking lot properties were to be developed, the development would have to replace the parking with public parking on a one-for-one space basis.

Section D below describes the history of the governmental use of the six parking lots developed to provide public parking in Parking District No. 1.

Disposition of Former RDA Properties

The LRPMP proposes the disposition of three parking lots as “transfer to the City of San Fernando and retained for governmental use” and four parking lots for “transfer to the City and retained for future development” (with the requirement for the replacement of an equal number of public parking spaces).

The LRPMP proposes the disposition of the vacant lot at 1320 San Fernando as transfer to the City for future development.

Given the current economic climate in the City, the future development of the properties is anticipated to occur over the next seven years.

D. Governmental Purpose Public Parking Lots

The City and the former RDA have long recognized that the provision of public parking is key to the economic vibrancy of the Downtown. Since the late 1950s, the provision of public parking has been an important governmental purpose and function of the City of San Fernando, helping to stimulate economic development and civic engagement in the downtown area. Recognizing the importance of providing public parking in the downtown area, the City formed a Parking District, a Parking Authority, and a Parking and Business Improvement Area to provide public parking facilities as a key component of its efforts. The former RDA worked in concert with the City on these efforts to facilitate revitalization of the downtown.

1. City Provision of Public Parking

Parking District No. 1

In 1959, through Ordinance 770, the City formed Parking District No. 1 under the provisions of the State of California Parking District law of 1951. The District boundary is indicated on Figure 1. Of the seven City Parking lots addressed in this LRPMP, six are located within Parking District No. 1—Parking Lots Nos. 3, 5, 8, 10, 11 and 12. Parking Lot 6N is outside the district.

Ordinance 770 specified four City-owned parcels to be held and used for parking places and four properties to be acquired for use as public parking places:

- City Owned Parcels
Parcel No. 1-A, Parcel No. 2-A, Parcel No. 5, and Parcel No. 6. (Two of these parcels are portions of two former RDA properties: Parcel No. 1-A is a portion of the lot that today is known as Parking Lot No. 5 and Parcel No. 6 is a portion of the lot that is today named Parking Lot 3.)
- Properties to be Acquired
Parcel No. 1, No. 2, No. 3 and No. 4. (Two of these parcels are portions of two former RDA properties: Parcel No. 1 is a portion of Parking Lot No. 5 and Parcel 3 is a Parking Lot No. 8.)

Parking District No. 1 was formed to fund activities related to development of public parking lots including acquisition, clearing, grading, surfacing, construction, painting, and installation of fencing, and lighting. The City issued special obligation bonds for the District in the amount of \$400,000 for parking lot acquisition and improvement. The bonds were payable from net revenues from on-street parking meters, operation of the district parking places, and a limited ad valorem assessment levied on taxable real property in the District. Bond payments began on July 1, 1960 and ended on July 1, 1984.

Parking and Business Improvement Areas

In 1965, to further address the need for Downtown parking, the City established the Parking and Business Improvement Area A of the City of San Fernando (Resolution 4040, Ordinance 912, November 22,

1965). Refer to Figure 1 for the boundaries of the Area A. Former RDA-owned Parking Lots Nos. 3, 5, 8, 10, 11 and 12 are located within the boundaries of Area A. An additional levy on business license taxes was assessed in Area A in order to help pay for the financial obligations of Parking District No. 1, including maintenance and operation costs of the public parking lots and bond payments. Any excess proceeds remaining were to be used for the acquisition, construction and maintenance of new or additional parking facilities within Area A. The fees are charged based on the business type and a percentage of the gross receipts reported by the business. The revenue collected is allocated to the City's Fund 29—Parking Maintenance & Operational Fund for maintenance of public parking lots.

In 1968, through Ordinance 973, the City established the Parking and Business Improvement Area B of the City of San Fernando, which was divided into two benefit zones, Zone 1 and Zone 2. Refer to Figure 1 for the boundaries of the Area B and the zones. Parking Lots Nos. 3, 5, 8, 10, 11 and 12 are located in Area B. The Area established an additional levy on business license taxes to pay for the general promotion of retail trade activity, including maintaining the San Fernando Road pedestrian mall, general advertising, promotion activity, music in public places and public events. Similar to Area A, the fees are charged based on the business type and a percentage of the gross receipts reported by the business. Fees are reimbursed to the San Fernando Mall Association, for retail activity promotion.

Parking Authority

In April 1970, the City Council declared the need for a Parking Authority to function in the City.

That same year, the Parking Authority issued \$750,000 in bonds. Bond proceeds funded the following:

- Approximately 200,000 used to construct Parking Lot 2N (City-owned public parking structure)
- Approximately \$157,000 used to purchase Parking Lot Nos. 3, 4, 8, and 2N.
- \$75,000 to purchase private properties that now comprise a portion of Parking Lot No. 4.
- Approximate \$100,000 in new construction and repairs to parking facilities noted above.

On November 16, 1970, the Parking Authority accepted grant deed from the City conveying several parking lots to the Parking Authority, including former RDA Parking Lot No. 8 (Parking Authority Resolution No. 7). On October 16, 2006, the Parking Authority approved the sale of Parking Lot No. 8 to the former RDA for a nominal sum (\$10) in order to facilitate the proposed development at Parking Lots Nos. 8 and 10. (For further information, see Section II, summary of Parking Lot No. 8.)

2. Former RDA Activities Public Parking

The former RDA worked in concert with the City to provide public parking facilities in order to stimulate economic development and redevelopment. The inadequacy of public parking facilities was documented in the Redevelopment Plan and one of the specific redevelopment activities was to “assist in the redevelopment of public parking lots throughout the Project Areas to stimulate new development.” The provision of off-street public would help the former RDA achieve the Redevelopment Plan goals to stimulate economic development opportunities and encourage commercial rehabilitation and public and private investment.

Project Area 1

The original Redevelopment Plan for Project Area 1 was focused on the revitalization of the Downtown. The Plan recognized that the pedestrian mall, while not a part of the Redevelopment Plan project, would be a dramatic improvement and necessary for revitalization, and that complementary activities would be needed, such as modernization of existing buildings, walkways to parking, and increased parking facilities. One of the four objectives of the Project Area 1 Redevelopment Plan was to provide “additional off-street parking in strategic locations in the retail core area,” and the Plan’s proposed redevelopment

actions included “acquisition of real property including increases in public municipal motor vehicle parking.”¹ Specifically, the Redevelopment Plan proposed to acquire four parcels of property—parcels number 5, 6, 7, and 8—to be developed for new public motor vehicle parking areas.”²

The Redevelopment Plan cited the benefits to “additional motor vehicle off-street parking—a major part of the Redevelopment Plan is the creation of additional parking space. The additional parking is intended to provide the shopper with ample free parking space in connection with the Redevelopment Program.” The Redevelopment Plan Illustrative Plan, which indicated the interrelationship of the various land uses, parking, services, and circulation pattern within the Project Area included the following regarding Minimum Parking:

*In order to encourage the integration of large off-street parking areas, thereby freeing the owner to remodel his rear entrances and eliminating the multiplicity of individual parcels for parking, no off-site parking requirements will be required when, in the opinion the San Fernando Planning Commission and Parking Committee, there is sufficient parking space. ...Such centralized parking, where possible, will allow a better organization of land uses. Parking space requirements are related to the shopping center experience and plans for similar type developments.*³

The Redevelopment Plan stated that it would meet identified local objectives, including “encouraging healthy commercial growth by avoiding strip development along major streets and expanding in desirable compact and convenient areas.”⁴

Former RDA Ownership of Parking Lots

The former RDA became the owner of several properties that had been used or were acquired to be developed to be used, as offstreet public parking. Some parcels were conveyed to the former RDA from the City, another was conveyed from the Parking Authority, and some parcels were directly acquired by the former RDA:

- Parking Lot No. 3—Most of parcels making up this lot are owned by the Parking Authority. The former RDA purchased four parcels property from private property owners that comprise a small portion of Parking Lot No. 3 (former RDA-owned parcels are now one parcel (APN #2521031903) .
- Parking Lot No. 5—City purchased in 1968 and conveyed to former RDA in 1972.
- Parking Lot 6N—Former RDA acquired in 1991 from private property owner.
- Parking Lot No. 8—City purchased in 1959, transferred to Parking Authority in 1970, which conveyed the property to former RDA in 2006.
- Parking Lot No. 10—City purchased in 1964 and 1970, and conveyed to former RDA in 1972.
- Parking Lot No. 11—City purchased in 1969 and 1971, and conveyed to former RDA in 1972 and 1973.
- Parking Lot No. 12—City purchased in 1971 and 1972, and conveyed to former RDA in 1972 and 1973.

¹ City of San Fernando Plan for Redevelopment Plan, Project Area 1, San Fernando Redevelopment Agency, October 1965, revised February 1966, pp. 3.

² Ibid, pp. 6-8. Note: Parcel 5 is a portion of Parking Lot No. 3 (specifically, APN # 2521-031-901); Parcel 6 is Parking Lot No. 8 (APN # 2522-004-904); Parcel 7 is a portion of Parking Lot No. 4 (APN # 2521-034-904); Parcel 8 is a portion of Parking Lot No. 5 (APN # 2522-001-902).

³ Ibid, p. 17.

⁴ Ibid, p. 18.

RFP for Mixed-Use Development at One or More Municipal Parking Lots in the Downtown

On September 16, 2004, the City and former RDA issued the Request for Proposals (RFP) for Mixed-Use Development at One or More Municipal Parking Lots in the Civic Center. The RFP was issued to assess interest in potentially redeveloping eight sites in the Downtown area in a manner consistent with the San Fernando Corridors Specific Plan (SFCSP), which was anticipated to be adopted by the end of the year. A key feature of the proposed SFCSP was to encourage mixed-use development featuring housing along the corridors of North Maclay Avenue, San Fernando Road, and Truman Street. The parking lots included in the RFP were Parking Lots Nos. 3, 4, 5, 7, 8, 10, 11, and 12. Adopted in 2005, the SFCSP encompasses the full lengths of Truman Street and San Fernando Road, from the eastern municipal boundary with Pacoima to the western boundary with Sylmar. It effectively rezoned property along the commercial corridors to allow for mixed-use development with housing and to encourage transit-oriented development.

Through the RFP, the City desired to facilitate the type of mixed-use projects contemplated in the SFCSP by making available for development two sites owned by the City and six sites owned by the former RDA that were being used for public parking. The City was interested in proposals for the development of mixed-use projects that were consistent with the then proposed SFCSP, while at the same time providing at least the same number of public parking spaces for the general public as currently existed on the site. The sites were located in Redevelopment Project Area 1, and as such, the City and former RDA were seeking projects to implement the Redevelopment Plan, and the SFCSP. The development of these properties would have provided the development and investment community with an opportunity to assist the City of San Fernando in reshaping and redefining its downtown.

The RFP encouraged mixed-use development that included housing affordable to low and moderate-income households. Another goal was to increase the amount of parking in the downtown area available to the general public. To that end, the RFP required that proposed projects include, at a minimum, the same number of parking spaces for the general public as existed on the site at that time. The RFP stated that the City would look favorably upon projects that provided public parking in excess of that minimum. Respondents were encouraged to be creative in addressing the parking requirement, and the City and former RDA were willing to consider proposals providing the required public parking off-site, potentially in conjunction with another developer.

The former RDA received three proposals from interested developers. After reviewing the proposals received in response to the Parking Lots RFP, the former RDA entered into a Negotiation Agreement with CMI Management Inc./Wilshire Ventures for several parking lots, including former RDA-owned Parking Lot Nos. 5, 8, and 10, and a Negotiation Agreement with Gangi Development for Parking Lot No. 3.

In February 2008, the City issued the San Fernando Parking Lots Project Draft Environmental Impact Report (DEIR) for development covering all the sites included in the original RFP.

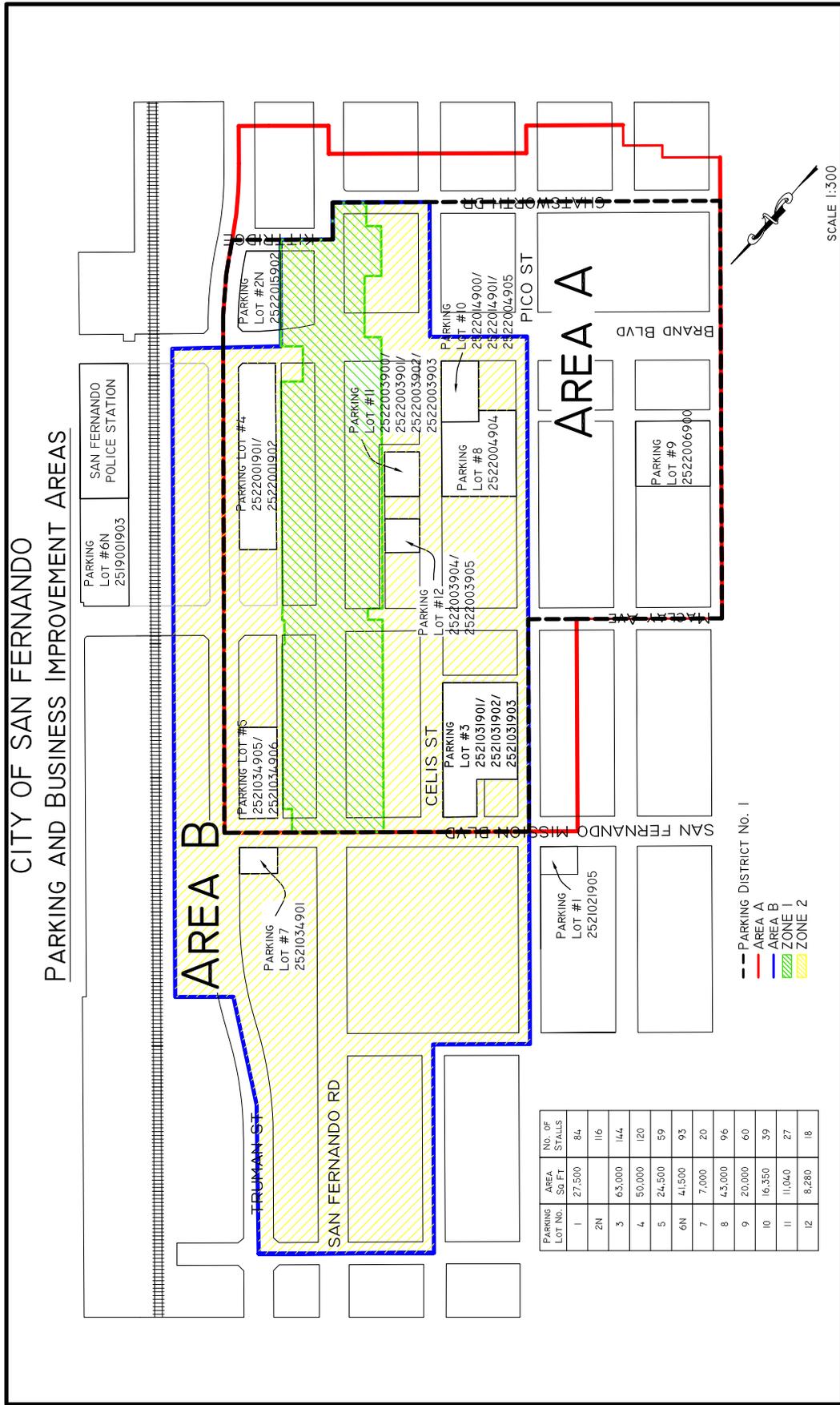
In March 2008, the former RDA Board decided not to continue negotiations with the developer (i.e., CMI Management Inc./Wilshire Ventures) then proposing development of Parking Lots 4, 5, 7, 8 and 10 within the project as described in the draft EIR. However, the former RDA Board decided to continue with the EIR review process so as to assess the potential impacts of development of the downtown parking lots as a whole with similar development in the future.

At the time the DEIR was completed in 2009, Gangi Development had proposed to build on the Parking Lot No. 3 site, a four-story mixed-use project consisting of 84 residential condominium units and 10,600 square feet of ground floor commercial uses. Twenty percent of the residential units (17 units) would have been set-aside and income-restricted for the life of the property. As proposed, the project would have removed the 144 existing at-grade public parking spaces and replaced them with a multi-level facility consisting of 244 subterranean and 121 at-grade parking spaces. In addition, the project would

have included 20 parking spaces on streets fronting the property. The proposed development at Parking Lot No. 3 was not pursued due to challenges securing state funding and poor economic and market conditions.

No proposals were received for Parking Lot Nos. 11 and 12.

Figure 1 – District Boundary Map



E. Redevelopment Background

1. Redevelopment Project Areas

The Project Areas were originally adopted between 1966 and 1994. This section describes each Project Area.

Project Area 1

The 90-acre Project Area 1 encompasses the historic central business district of San Fernando. The original Project Area 1 includes a ten-block area bounded by Pico Street, the Southern Pacific Railroad right-of-way, San Fernando Mission Boulevard, and Chatsworth Drive. The Redevelopment Plan for the original Project Area 1 was adopted in 1966, amended in 1971, and amended again in 1984 to reflect minor adjustments in parcel lines. In 1988, Project Area 1 was amended to add territory to the south and west, known as Project Area 1A. Project Area 1, as amended to include Project Area 1A (collectively, “Amended Project Area 1”), forms an “L” shape between Workman Street and San Fernando Mission Boulevard from O’Melveney Street to the railroad right-of-way, and between the railroad right-of-way and Pico Street from Workman Street to Chatsworth Drive.

Project Area 1 encompasses most of the San Fernando Mall and the strip malls along Truman Street. The added area, or Project Area 1A, also includes a large grocery store and residential properties between S. Kalisher Street and San Fernando Mission Boulevard south of Pico Street.

Project Area 2

Project Area 2 contains approximately 56 acres and is located between Hollister Street and the Southern Pacific Railroad right-of-way, bounded by Amended Project Area 1 to the west and the City of Los Angeles on the east. The Redevelopment Plan for Project Area 2 was adopted in 1972, and was amended in 1986, 1994 and 1998. Project Area 2 includes several former automobile dealership sites along Truman Street and San Fernando Road, as well as industrial properties on both sides of Celis Street. Project Area 2 also includes commercial, residential, and public land uses.

Project Area 3

Project Area 3 contains approximately 365 acres located north of the Southern Pacific Railroad right-of-way, adjacent to the border of the City of Los Angeles. The Redevelopment Plan for the original portion of Project Area 3 was adopted in 1973. The original Project Area 3 is a rectangle bounded by Fourth Street to the north, Harding Avenue to the west, the Southern Pacific Railroad right-of-way to the south, and the City of Los Angeles to the east. In 1983, Project Area 3 was amended to add the industrial area to the north, located between Fourth Street and Foothill Boulevard along the Pacoima Wash and Arroyo Avenue, known as Project Area 3A. Project Area 3, as amended to include Project Area 3A (collectively, “Amended Project Area 3”), forms an “L” shape between Harding Street and Arroyo Avenue between First Street and Fourth Street, and extending north to the City boundary between Jessie Street and the City boundary to the east.

Amended Project Area 3 encompasses a variety of land uses. The original Project Area 3 includes civic uses such as the City Hall, Los Angeles County Courthouse, San Fernando Regional Pool Facility, and San Fernando Middle School; commercial properties along Maclay Avenue; and a mix of industrial and residential land uses west of Maclay Avenue and along Park Avenue. The added area, or Project Area 3A, is comprised primarily of industrial properties along both sides of the Pacoima Wash and Arroyo Avenue, and also contains a large regional shopping center on Foothill Boulevard at the north end.

Project Area 4

Project Area 4 contains approximately 57 acres, and was selected and adopted in 1994 as a result of the impacts from the 1994 Northridge earthquake. The redevelopment plan for Project Area 4 was adopted in accordance with the Community Redevelopment Assistance and Disaster Project Law (CRL Part 1.5, Section 34000 et. seq.), which modified certain procedural requirements of the CRL. Project Area 4 forms an irregular shape and includes a mixture of land uses, including industrial, commercial, medium-density residential, vacant land, and railroad right-of-way.

2. Redevelopment Goals and Objectives

Activities in the project areas were guided by the following overarching goals and objectives:⁵

- Encourage private sector investment.
- Promote commercial and industrial development by the prevention and elimination of blight.
- Upgrade the physical appearance of the Project Areas.
- Remove economic impediments to land assembly and infill development.
- Encourage commercial rehabilitation and planned new commercial developments.
- Install, construct or reconstruct streets, utilities, parks, recreational facilities, and other public improvements, infrastructure and facilities.
- Encourage public and private investment in order to repair and/or replace unsafe, dilapidated and deteriorated buildings.
- Encourage the redevelopment of land by private enterprise or public action.
- Protect the health and general welfare of very low, low and moderate-income persons by increasing and improving the community's supply of housing affordable to these persons.

Redevelopment Projects and Activities

To accomplish the redevelopment goals and objectives for the project areas, the former RDA set forth the following projects and activities:⁶

Business Assistance and Property Improvement

- Facilitate business improvement district formation proceedings within the downtown area, and within other areas identified by stakeholders.
- Prepare and implement a retail development strategy, which attracts the appropriate mix of businesses that meets local and regional demand and further promotes investments within the Project Areas as commercial destinations.
- Facilitate development of Sigue corporate campus, which will include the company headquarters and new leasable office space that allows for business retention, expansion and attraction activities.
- Facilitate business expansion and new occupancy with the promotion and redevelopment of existing underutilized or vacant Class A industrial properties.
- Partner with local brokers and other stakeholders to promote business development and recruitment opportunities.
- Facilitate commercial façade rehabilitation within the Project Areas and provide financial assistance in the form of matching grants for façade renovations along the commercial corridors in the Project Areas.

⁵ FY 2010/11 Five-Year Implementation Plan, Redevelopment Agency of the City of San Fernando, February 2011, Section II A.

⁶ FY 2010/11 Five-Year Implementation Plan, Redevelopment Agency of the City of San Fernando, February 2011, Section II B.

- Facilitate the improvement of properties and upgrade of buildings in the Project Areas.
- Redevelop 120 Macneil Street as part of a larger mixed-use development within the Civic Center area.

Development of Vacant and Underutilized Properties

- Provide off-site improvements that facilitate redevelopment of underutilized and vacant properties.
- Identify and invest in opportunity sites that facilitate commercial redevelopment and revitalization to meet local and regional demand.
- Partner with property owners in the development of redevelopment projects on key sites that are consistent with the Consolidated Redevelopment Plan.
- Stimulate private development for future redevelopment and economic development opportunities, including property acquisition when necessary.
- Facilitate adaptive reuse of former automotive dealership sites for new retail and service commercial uses.
- Facilitate and promote the redevelopment of large sites that can accommodate commercial facilities designed to meet regional demand including, but not limited to, destination, retail and entertainment uses.

Development Assistance

- Provide Agency assistance with technical studies, such as market feasibility, planning, engineering, or geotechnical, as a mechanism to encourage development and redevelopment of the Project Areas.
- Provide tax-exempt financing that serves to reduce the financing costs of a project. Such financing may take the form of certificates of participation, lease revenue bonds, industrial development bonds, and various forms of tax-exempt notes at various terms.
- Implement rehabilitation loan or grant programs that require matching contributions by the recipient.
- Address the need for removal of the most dilapidated residential, commercial and industrial structures, and make the cleared land available for new development.
- Assist in acquisition of small or undevelopable parcels, and facilitate the development of those properties.
- Encourage repairs and rehabilitation of damaged structures, and support seismic retrofit and safety upgrades, including assistance for upgrading older structures to meet current earthquake and safety codes, as funds are available.

Examples of development assistance projects and activities include, but are not limited to, the following:

- Assist in the redevelopment of public parking lots throughout the Project Areas to stimulate new development.
- Facilitate the future redevelopment of underutilized sites along major commercial corridors within the Project Areas, including sites such as 610 Ilex Street, 1661 San Fernando Road and 1331 Truman Street.
- Encourage transit-oriented development throughout the Project Areas in close proximity to major transportation hubs and corridors.
- Promote adaptive reuse of industrial properties, including vacant and underutilized properties along First Street, Park Avenue, Jessie Street, Arroyo Street, and Aviation Place.

- Facilitate development of corporate campuses and headquarters along the commercial and industrial corridors within the Project Areas that allow for business expansion, retention and recruitment activities.

Public Facilities and Infrastructure Improvement

The Agency aims to make strategic investments in public infrastructure and facilities to help stimulate private investment in the Project Areas, including, but not limited to, the following:

- Facilitate transit and other public infrastructure projects that will help stimulate transit oriented and infill development.
- Improve public safety through enhanced circulation and capacity for local-serving streets, which will better serve local businesses and neighborhoods.
- Fund design, construction and right-of-way acquisition costs for enhanced public safety and pedestrian amenities through streetscape and sidewalk improvements, which will encourage investment in surrounding properties.
- Facilitate utility undergrounding where necessary to address issues with pedestrian and vehicular safety.
- Fund water infrastructure upgrade projects.
- Facilitate development of a high-speed rail station in San Fernando if City is selected as a station site.
- Develop public recreational facilities to enhance the quality of life of Project Area residents.

Examples of public facilities and infrastructure improvement projects and activities include, but are not limited to, the following:

- Streetscape and safety improvement projects along Truman Street, San Fernando Road, San Fernando Mission Boulevard, Park Avenue, S. Workman Street, Lazard Street, and the Southern Pacific railroad right-of-way.
- Complete the Lopez Adobe rehabilitation project for subsequent use as a museum and cultural attraction/destination center.
- Install and upgrade bus stop shelters within the Project Areas.
- Identify opportunity sites for, and facilitate the development of, additional public/private open spaces.
- Develop and enhance way-finding facilities that provide greater access to, and promote land uses and services within the Project Areas, including the downtown and civic center areas.
- Initiate storm water collection and distribution system improvements to address infrastructure deficiencies associated with antiquated facilities. These improvements include storm water system improvements on S. Workman Street, Griswold Avenue, Maclay Avenue, Celis Street and other identified areas as necessary.
- Initiate water collection and distribution system improvements to address infrastructure deficiencies associated with antiquated facilities. These improvements include the reconstruction of Water Reservoir No. 4, and water line replacements on Fourth Street, First Street (Civic Center), Celis Street, and Hollister Street.
- Initiate sewer system improvements to address infrastructure deficiencies associated with antiquated facilities. These improvements include sewer line replacements at First Street (Civic Center), and at Hollister and Coronel Streets.
- Upgrade traffic signal infrastructure for improved circulation and safety as necessary.

- Provide improvements at City park facilities as warranted, especially at Recreation Park, Las Palmas Park, Layne Park and the San Fernando Regional Pool Facility.

Street Improvement and Beautification

- Develop streetscape and greenway beautification projects that enhance public safety, promote private investment, and increase pedestrian, bike and vehicular access and connections throughout the Project Areas.
- Fund, facilitate and provide entitlement assistance for improvements that realize the development of the Pacoima Wash as a greenway corridor.
- Improve sidewalks, signage, and streetscapes along public right-of-ways, including but not limited to: First Street, Pacoima Wash, Maclay Avenue, San Fernando Road, Truman Street, San Fernando Mission Boulevard, and Brand Boulevard.
- Provide street and safety improvements that focus on sidewalk repairs, graffiti abatement, tree trimming, street lighting, and traffic calming, especially those that improve safe routes to local schools.
- Underground public utility poles that block pedestrian access along Kalisher Street, Park Avenue and other areas as necessary.

Park and Bikeway Master Plans

Promote public and private investment in the development and implementation of a park and bikeway master plan project that includes improvements of new and existing recreational sites and associated activities throughout the Project Areas, and development of bike paths and other alternative transit options that enhance private transportation capacity throughout the Project Areas.

3. Redevelopment Accomplishments

The former RDA led efforts to revitalize the Project Areas through activities that promote the enhanced performance of local businesses, facilitate the redevelopment of key properties, invest in the rehabilitation and construction of properties, and attract new businesses to the Project Areas. These extensive efforts encouraged new business and facilitated an improved business and economic environment throughout the Project Areas. Representative former RDA accomplishments completed through its active support include the following:

Business Assistance and Property Improvement

- Downtown signage project.
- Neighborhood Focus Area Program.
- Walter Reuff Buick at 710 San Fernando Road (later sold to Rydell Automotive).⁷
- Facilitation of development review and entitlements for the El Pollo Loco restaurant at 1125 Truman Street.
- Facilitation of development review and entitlements for the Starbucks Coffee at 1101 Truman Street.
- Rydell Chevrolet dealership at 700 San Fernando Road.⁸
- Facilitation of development review and entitlements for Home Depot expansion.

⁷ Due to the economic downturn and the restructuring of General Motors, Walter Reuff Buick is closed.

⁸ Due to the downturn and the restructuring of General Motors, the Rydell Chevrolet dealership closed.

- Facilitation of development review and entitlements for a drive-through car wash at 1601 Truman Street.
- Facilitation of development review and entitlements for Euro Discount Tile at 1753 San Fernando Road.
- Facilitation of a \$3 million loan restructuring for Oh Boy! Company located at 1516 E. First Street.
- Facilitation of development review and approval for the expansion and remodel of the existing Social Security offices at 456 San Fernando Mission Boulevard, allowing services and associated employment to remain within the City.
- Facilitation of development review and approval for the adaptive reuse of an existing vacant industrial building into the new corporate offices for Bernard Brothers at 555 First Street.
- Facilitation of development review and approval for the remodel of a commercial building located at 1041 Truman Street to accommodate long-term tenant Denny's Restaurant.
- Facilitation of development review and approval of adaptive reuse for a potentially historic structure (former Salvation Army building) to accommodate restaurant and office uses at 110 N. Maclay Avenue.
- Facilitation of development review and approval of adaptive reuse to accommodate retail and service commercial uses at 120 N. Maclay Avenue.
- Downtown Façade Program provided interest-subsidized loans, architectural assistance and signage grants for commercial properties.
- Facilitation of plan review and entitlements for buildings through the Commercial Façade Improvement Loan Program.
- Commercial façade rehabilitation and restoration of 313 S. Brand Boulevard, formerly the DWP Building.
- Commercial façade rehabilitation at 1023 Pico Street.
- Commercial façade rehabilitation project at 209-211 N. Maclay Avenue, 110 N. Maclay Avenue, 214 N. Maclay Avenue, 226 N. Maclay Avenue, and 1041 Truman Street.
- Façade rehabilitation at 120 N. Maclay Avenue.
- Seismic Retrofit Program, which provided loans between \$1,000 and \$4,000 to residential property owners for seismic repairs.
- Facilitation of development review and entitlement process for façade renovation of the KFC restaurant at 1327 San Fernando Road.
- Implementation of a Community Action Plan for Neighborhood Protection and Preservation (CAPP).

Development of Vacant and Underutilized Properties

- Facilitation of the ValuPlus Center commercial shopping center through property acquisition, land assembly, and site clearance.
- Facilitation of San Fernando Value Square (Sam's Club/Home Depot).
- Swap meet redevelopment project at 601 Glenoaks Boulevard.
- Facilitation of land acquisition of blighted property for Sique Corporate office.
- Facilitation of development review and approval for a new commercial building at 1209 Mott Street.
- Facilitation of development review and approval for a commercial paseo at 1038 San Fernando Road and 1035 Celis Street.

- Facilitation of a commercial and pedestrian paseo within a former public alley located between 110 and 120 N. Maclay Avenue.

Development Assistance

- Completion of the public parking lot adjacent to the Bank of America.
- Facilitation of commercial building at 501 San Fernando Mission Boulevard.
- Facilitation of commercial building at 1201 Hewitt Street.
- Facilitation of two-unit commercial building at 1038 San Fernando Road.
- Facilitation of commercial building at 451 S. Brand Boulevard.
- Facilitation of development review and entitlements for a 59,000 square foot industrial building at 525 Park Avenue for Jem Sportswear.
- Facilitation of development review and entitlements for a 5,000 square foot commercial building at 12960 and 12980 Foothill Boulevard.
- Facilitation of development review and entitlements for a 4,000 square foot industrial building at 760 Arroyo Avenue.
- Facilitation of the conditional use permit process to allow a storage and moving use to occupy 255 Parkside Drive.
- Facilitation of development review and entitlements for four detached industrial buildings totaling approximately 9,000 square feet at 723 Arroyo Avenue.
- Facilitation of development review and entitlements for construction of an industrial building and cell tower at 1516 First Street.
- Facilitation of development review and entitlements for construction of a cell tower at 675 Glenoaks Boulevard.
- Facilitation of industrial development project at 1407 Truman Street.
- Facilitation of affordable mixed-use development project at 1320 San Fernando Road.
- Facilitation of an Exclusive Negotiating Agreement (ENA) for affordable housing development on City-owned lot at 1422 San Fernando Road.
- Facilitation of development review and approval for the expansion and rehabilitation of Valley Family Center at 302 S. Brand Boulevard.
- Facilitation of Phase 1 development review and approval of new commercial uses at 1245 San Fernando Road.
- Facilitation of development review and approval for new commercial signage and façade improvements at long-term tenant Pep Boys at 1231 San Fernando Road.
- Facilitation of the public input, development and environmental review processes for LAUSD Valley Regional High School No. 5 and Elementary School No. 8.

Public Facilities and Infrastructure Improvement

- Preparation of the San Fernando Courthouse site.
- Development of the San Fernando Police Station and Civic Center expansion.
- Civic Center parking lot improvements.
- Construction of the Recreation Park Senior Center.
- Jessie Street water system improvements.
- Funding and construction of the San Fernando Regional Pool Facility at Recreation Park.

- Facilitation of the development and environmental review processes for LAUSD Regional High School No. 5 and Elementary School No. 8.
- Upgrade of traffic signals on S. Workman Street at Truman Street and along San Fernando Road.
- Repair of various sections of the City's sewer system damaged by the 1994 earthquake.
- Completion of water system improvements including the replacement of substandard fire hydrants, and new water mains under Lazard Street and San Fernando Road.
- Capture of outside match funding for regional projects including the Lopez Adobe retrofitting project and Pacoima Wash project.
- Construction of the bikeway (Mission City Trail) along the railroad right-of-way.
- Installation of lighting along the Mission City Trail.
- Completion of road improvements and undergrounding of utilities along Park Avenue between First Street and Fourth Street.
- Facility improvements at Las Palmas and Recreation Parks.

Street Improvement and Beautification

- Completion of numerous streetscape improvements in the San Fernando Mall area along San Fernando Road and Brand Boulevard.
- Monument projects to improve the downtown, including the Cesar E. Chavez Memorial and Truman Gateway.
- N. Maclay Avenue streetscape improvements.
- Ongoing street tree plantings, sidewalk and parkway repairs, and graffiti removal.
- Completion of the City's Corridors Specific Plan.
- Completion of the undergrounding of utilities along Celis Street and Kalisher Street.
- Completion of various street improvements on Coronel Street, Mott Street, San Fernando Mission Boulevard, Celis Street and S. Maclay Avenue.

Park and Bikeway Master Plans

- Completion of engineering and plan preparation for proposed master planning activities.

II. Property Inventory and Disposition

As set forth in AB 1484, the LRPMP must include a plan addressing the use or disposition of each former RDA-owned property and an inventory of all properties and property interests. Section II of this LRPMP includes the required inventory information and data and describes the planned disposition or use for each of the eight former RDA-owned sites.

Property Disposition Categories

AB 1484 sets forth the following permissible uses or disposition under the LRPMP process:

- A. Retention of the property for governmental use pursuant to HSC §34181(a)
- B. Retention of the property for future development
- C. Sale of the property
- D. Use of the property to fulfill an enforceable obligation

Property Inventory Information

The inventory must contain the following information for each property:

Parcel Data

- Address
- Assessor parcel number
- Lot size
- Current zoning (in Redevelopment Plan or Specific, Community or General Plan)

Acquisition Information

- Date of acquisition
- Value of the property at time of acquisition
- Purpose for which the property was acquired

Current Value and Revenue Generation

- Estimate of current value
- Date/value basis for estimate (appraisal information if available)
- Estimate of any lease, rental or other revenues generated by the property
- Description of any contractual requirements regarding the disposition of such revenues

Environmental Information

- History of environmental contamination
- Designation as a brownfield site
- Summary of related environmental studies
- History of remediation efforts

Development Plans and Activity

- History of previous development proposals and activity for the property

Potential for Transit Oriented Development and Advancement of Planning Objectives

Property Disposition

- Proposed disposition or use of property

The following sections present the required inventory and disposition information for each property.

Property to be Retained for Governmental Use

City Parking Lot No. 6N

City Parking Lot No. 11

City Parking Lot No. 12

City Parking Lot No. 6N



Summary

City Parking Lot No. 6N is located in downtown San Fernando and within Project Area 3, at the southeast corner of 1st Street and Maclay Avenue. The property is in use as 93-space City Parking Lot No. 6N, and provides parking for the adjacent San Fernando Police Station, as well as San Fernando City Hall, which is located across 1st Street, and close to other government buildings.

Property Inventory Information

Parcel Data

<i>Address</i>	Southeast corner of 1 st St. and Maclay Ave.
<i>APN</i>	2519001903
<i>Lot Size</i>	35,283 SF
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), San Fernando Mall Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot for adjacent governmental uses
<i>RDA Project Area</i>	Project Area 3

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$282,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$60,000-\$70,000 per year
<i>Requirements for Revenue Use</i>	To be used for maintenance/operation of Parking Lot No. 6N

Acquisition Information

<i>RDA Acquisition Date</i>	6/15/92
<i>Value at Time of Acquisition</i>	\$319,335
<i>Acquisition Purpose</i>	To provide public parking for the City police facilities

History of Environmental Contamination / Remediation

There is no known environmental contamination on the City Parking Lot No. 6N property. Records show that environmental contamination from former automotive use at the property was identified and was negotiated to be remediated prior to the completion of the sale and transfer to the former RDA.

History of Development Proposals and Activity

The former RDA developed Parking Lot No. 6N in order to provide public parking facilities adjacent to the San Fernando police facilities and Civic Center. In 1991, the City applied for (and obtained) an Independent Cities Lease Finance Authority (ICLFA) lease (City Contract No. 1122, 1/8/1992) for \$600,000 to fund the costs—\$319,335 for property acquisition, \$50,000 for lease termination, \$50,000 for demolition, \$150,000 for construction, and \$30,000 for other costs such as administration. In December 1991, through Resolution 454, the former RDA approved a financing agreement in which the City loaned the former RDA \$600,000 to enable it to pay for the costs associated with acquisition, construction and installation of Parking Lot No. 6N. In June 1992, using Project Area 3 tax increment revenue, the former RDA repaid the ICLFA Lease owed by the City. In addition to tax increment revenue, revenues from parking meters and the Parking In Lieu Fund were used to assist with the construction of the lot (City Council Resolution 6206, July 20, 1992). In 1992, the former RDA acquired the property from the Southern Pacific Transportation Company (SFPTC). At that time, the property consisted of two parcels, one that the SPTC sold to the former RDA for \$319,335, and another that SFPTC donated to the City.

The parking lot has been used and will continue to be used as a public parking facility. Located adjacent to the San Fernando Police Station (and across the street from the San Fernando City Hall), the lot is used by visitors to both buildings. Also, the City makes unused parking at 6N available to jurors who cannot find parking at the County Courthouse parking facilities. City-approved parking permits are used for this purpose.

There are no current development proposals or activity on Parking Lot No. 6N.

The City seeks to continue its current governmental use as a public parking lot the Police Department and City Hall.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 6N property.

Transit Oriented Development Potential and Advancement of Planning Objectives

The former RDA's development of the site achieved redevelopment goals and objectives and also advanced the planning objectives of the City of San Fernando. The provision of public parking spaces in Parking Lot 6N has helped to create a more walkable area for pedestrians and visitors conducting business in the downtown's Civic Center area.

Property Disposition

Parking Lot No. 6N serves a governmental purpose by providing public parking for residents and others visiting or conducting business at the Police facilities, City Hall and other government buildings.

City Parking Lot No. 11



Summary

City Parking Lot No. 11 is located in downtown San Fernando on the north side of Celis Street between Maclay Street and South Brand Boulevard. The site consists of four parcels acquired by the former RDA in 1972 and 1973. City Parking Lot No. 11 is located in Project Area 1. To stimulate economic development in the Downtown, the City acquired and developed Parking Lot No. 11 and subsequently transferred it to the RDA in order to provide public parking facilities for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. The property is a 27-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Property Information

<i>Address</i>	Along Celis St. between Maclay St. and S. Brand Blvd.
<i>APN</i>	2522003900, 2522003901, 2522003902, 2522003903
<i>Lot Size</i>	11,040 SF
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$88,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	9/4/73 (2522003900) and 11/6/72 for other three parcels
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Value at Time of Acquisition

\$70,503 (combined)

Acquisition Purpose

To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 11 property.

History of Development Proposals and Activity

As described in Section 1 of this report, the City and former RDA undertook efforts to provide offsite public parking to achieve the goals and objectives of the Redevelopment Plan, specifically to provide off-street public parking facilities to support existing businesses and assist with intensifying and diversifying uses in the downtown. Parking Lot No. 11 is located in Parking District No. 1, the Parking and Business Improvement Area A of the City of San Fernando, and Project Area 1, all of which have helped address the lack of parking in the downtown area.

The City acquired the parcels that comprise Parking Lot No. 11 in the late 1960s and early 1970s, at a total cost of \$56,000, and subsequently conveyed the properties to the former RDA in 1972 and 1973.

Many of the properties in the immediate vicinity of Parking Lot No. 11 have legal non-conforming buildings with little to no on-site parking, and businesses in these buildings have relied, and continue to rely on Parking Lot No. 11 (as well as nearby Parking Lot No. 12) for customer and employee parking.

There are no plans to change the existing use of the property.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 11 property.

Transit Oriented Development Potential and Advancement of Planning Objectives

The development of the site as Parking Lot No. 11 achieved redevelopment goals and objectives and also advanced the planning objectives of the City of San Fernando. The provision of public parking spaces has helped to create a more walkable area for pedestrians and foster economic activity.

Property Disposition

The Successor Agency recommends the property be retained for governmental purpose so that it can continue to be used as a public parking lot.

The City of San Fernando will continue to maintain and operate the Parking Lot No. 11 using revenue generated by the Parking and Business Improvement Area A fees, and supplemented by General Fund revenues as needed.

City Parking Lot No. 12



Summary

City Parking Lot No. 12 is located in downtown San Fernando on the north side of Celis Street between Maclay Street and South Brand Boulevard. The site consists of two parcels acquired by the former RDA in 1972 and 1973. City Parking Lot No. 12 is located in Project Area 1. To stimulate economic development in the Downtown, the City and former RDA acquired and developed the property in order to provide public parking facilities for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. The property is an 18-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Parcel Data

<i>Address</i>	Along Celis St. between Maclay St. and S. Brand Blvd.
<i>APN</i>	2522003904 and 2522003905
<i>Lot Size</i>	8,280 SF
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$66,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	11/6/1972 and 9/4/73
<i>Value at Time of Acquisition</i>	\$34,727 (Combined)

Acquisition Purpose

To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 12 property.

History of Development Proposals and Activity

As described in Section I of this report, the City and former RDA undertook efforts to provide offsite public parking to achieve the goals and objectives of the Redevelopment Plan, specifically to provide off-street public parking facilities to support existing businesses and assist with intensifying and diversifying uses in the downtown. Parking Lot No. 12 is located in Parking District No. 1, the Parking and Business Improvement Area A of the City of San Fernando, and Project Area 1, all of which have helped address the lack of parking in the Downtown area.

The City acquired the parcels that comprise Parking Lot No. 11 in 1971 and 1972, at a total cost of \$48,920, and subsequently conveyed the properties to the former RDA in 1972 and 1973.

Many of the properties in the immediate vicinity of Parking Lot No. 12 have legal non-conforming buildings with little to no on-site parking, and businesses in these buildings have relied, and continue to rely on Parking Lot No. 12 (as well as nearby Parking Lot No. 11) for customer and employee parking.

There are no plans to change the existing use of the property.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 12 property.

Transit Oriented Development Potential and Advancement of Planning Objectives

The development of the site as Parking Lot No. 12 achieved redevelopment goals and objectives and also advanced the planning objectives of the City of San Fernando. The provision of public parking spaces has helped to create a more walkable area for pedestrians and foster economic activity.

Property Disposition

The Successor Agency recommends the property be retained for governmental purpose so that it can continue to be used as a public parking lot.

The City of San Fernando will continue to maintain and operate the Parking Lot No. 12 using revenue generated by the Parking and Business Improvement Area A fees, and supplemented by General Fund revenues as needed.

Properties to be Retained for Future Development

City Parking Lot No. 3

City Parking Lot No. 5

City Parking Lot No. 8

City Parking Lot No. 10

1320 San Fernando Road

City Parking Lot No. 3



Summary

City Parking Lot No. 3 is located in downtown San Fernando on the southeast corner of San Fernando Mission Boulevard and Celis Street. The site consists of three parcels, two of which are owned by the Parking Authority. The former RDA acquired the other property from a private owner in 1976. To stimulate economic development in the downtown, the City and former RDA acquired and developed the site into a public parking facility for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. Located in Project Area 1, City Parking Lot No. 3 is a 144-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Parcel Data

<i>Address</i>	Southeast corner of San Fernando Mission Blvd. and Celis St.
<i>APNs</i>	2521031903
<i>Lot Size</i>	9,000 SF (entire Parking Lot No. 3 is 63,000 SF)
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$72,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	1/23/76
<i>Value at Time of Acquisition</i>	\$30,710

Acquisition Purpose

To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 3 property.

History of Development Proposals and Activity

Parking Lot No. 3 is comprised of three parcels, the parcel owned by the former RDA (APN 2521031903) and two parcels owned by the Parking Authority (APN 2521031902 and APN 2521031901). As described in Section I above, Parking Lot No. 3 was included in the RFP for Mixed-Use Development at One or More Municipal Parking Lots in the Civic Center. After reviewing the proposals received in response to the Parking Lots RFP, the former RDA entered into a Negotiation Agreement with Gangi Development for Parking Lot No. 3.

The 2005/06 – 2009/10 Redevelopment and Housing Implementation Plan Mid-Term Update identifies the City Parking Lot No. 3 project, otherwise known as the Gangi Development, as a priority project for the former RDA.¹

At the time the DEIR was completed in 2009, Gangi Development proposed to build a four-story mixed-use project consisting of 84 residential condominium units and 10,600 square feet of ground floor commercial uses. Twenty percent of the residential units (17 units) would have been set-aside and income-restricted for the life of the property. As proposed, the project would have removed the 144 existing at-grade public parking spaces and replaced them with a multi-level facility consisting of 244 subterranean and 121 at-grade parking spaces. In addition, the project would have included 20 parking spaces on streets fronting the property. The proposed development at Parking Lot No. 3 was not pursued due to challenges securing state funding and poor economic and market conditions.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 3 property. However, future development of Parking Lot No. 3 would be required to include replacement public parking with at least 144 public parking spaces.

Transit Oriented Development Potential and Advancement of Planning Objectives

City Parking Lot No. 3 is located in downtown San Fernando and is generally surrounded by retail, office, restaurant, light industrial, warehouse and auto-related uses. City Parking Lot No. 3 is located approximately 0.7 miles from the Sylmar/San Fernando Metrolink Station, which is serviced by the Antelope Valley Line.

Parking Lot No. 3 is located within the San Fernando Corridors Specific Plan (SFCSP), whose objectives are as follows:

- *Establish the City's corridors as the armature of the City.*
- *Remedy the feeling of "sprawl" on the corridors.*

¹ FY 2005/06 – 2009/10 Redevelopment and Housing Implementation Plan Mid-Term Update, San Fernando Redevelopment Agency, August 2008, p. 39.

- *Attract new investment appropriate to the envisioned character of the corridors.*
- *Revitalize the identity and investment climate of the City as a whole.*
- *Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets.*
- *Use the corridors to enhance San Fernando's identity to visitors.*

The SFCSP effectively rezoned property along the commercial corridors to allow for mixed-use development with housing and identified City Parking Lot No. 3 property as having “high potential for beneficial change.” The development of Parking Lot No. 3 into a mixed-use transit-oriented development with retention of public parking spaces would assist in achieving the overall intent and goals of the SFCSP.

Property Disposition

The Successor Agency recommends the property be retained for future development pursuant to HSC §34191.5(c)(2)(B).

Retain Property for Project Identified in Approved Redevelopment Plan

As described above, the 2005/06 – 2009/10 Redevelopment and Housing Implementation Plan Mid-Term Update identifies the City Parking Lot No. 3 project as a priority project for the former RDA.

Future development of the site into a mixed-use transit-oriented development project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for Project Area 1. These goals and objectives include:

- Encourage private sector investment.
- Encourage commercial rehabilitation and planned new commercial developments.
- Encourage the redevelopment of land by private enterprise or public action.²

In addition, the proposed project could meet the following five-year goals and objectives described in the FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas:³

- Provide infill housing where appropriate.
- Retain existing and develop new neighborhood serving commercial uses where appropriate.

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed in a manner that meets the General Plan goals and the objectives of the SFCSP. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use project that includes residential and commercial uses, required on-site parking for new uses, and 144 replacement public parking spaces. Subsequent to the selection of a developer through the RFP process, a

² FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-1 – 2.

³ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-2.

negotiated Disposition and Development Agreement (DDA) will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the Parking Lot No. 3 property under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council. If required, an agreement with the taxing entities will provide for the net proceeds of sale to be distributed as property taxes to the affected taxing entities. From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.

Disposition Timeline

The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within seven years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within eight months after DDA approval.
- Commencement of Construction: Within six months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Transfer to City

Upon approval of the LRPMP, the Successor Agency will transfer the City Parking Lot No. 3 site to the City. As described in Section I Subsection A, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City’s disposition of the property.

City Parking Lot No. 5



Summary

City Parking Lot No. 5 is located in downtown San Fernando on the southeast corner of San Fernando Mission Boulevard and Truman Street. In 1972, the former RDA acquired City Parking Lot No. 5, which is located within Project Area 1. To stimulate economic development in the downtown, the City and former RDA acquired and developed the site into a public parking facility for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. Parking Lot No. 5 is a 59-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Parcel Data

<i>Address</i>	Southeast corner of San Fernando Mission Blvd. and Truman St.
<i>APN</i>	2521034904 (City Lot) and 2521034905 (Agency Lot)
<i>Lot Size</i>	24,500 SF (City Lot 18,000 SF; Agency Lot 6,500 SF)
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$196,000 (City Lot \$144,000; Agency Lot \$52,000)
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	12/4/72
<i>Value at Time of Acquisition</i>	\$78,479
<i>Acquisition Purpose</i>	To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 5 property.

History of Development Proposals and Activity

As described in Section I above, Parking Lot No. 5 was included in the RFP for Mixed-Use Development at One or More Municipal Parking Lots in the Civic Center.

After reviewing the proposals received in response to the Parking Lots RFP, the former RDA entered into a Negotiation Agreement with CMI Management Inc./Wilshire Ventures for Parking Lot Nos. 4, 5, 8, and 10. Subsequently, the former RDA determined to proceed in negotiating a Disposition and Development Agreement (DDA) for Parking Lots No. 8 and No. 10, and deferred negotiation of the DDAs for Parking Lot Nos. 4 and 5.

In 2008, the City issued a Draft Environmental Impact Report (DEIR) for development covering Parking Lots No. 3, 4, 5, 7, 8, and 10. The DEIR for the San Fernando Downtown Parking Lots Project includes two development scenarios for Parking Lot No. 5, also referred to as the Marbella Commercial Center/Parking Facility. Both development scenarios included the replacement of all surface parking with a mixed-use project with ground floor commercial and parking above. Development Scenario 1 featured a five-story structure with 5,600 square feet of ground floor service commercial; 7,700 square feet of retail and/or restaurant uses; and 255 parking spaces. Development Scenario 2 featured a six-story structure with the same commercial component of Development Scenario 1, but with an increased number of parking spaces (292).

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 5 property. However, future development of Parking Lot No. 5 would be required to include replacement public parking with at least 59 public parking spaces.

Transit Oriented Development Potential and Advancement of Planning Objectives

City Parking Lot No. 5 is located in downtown San Fernando and is generally surrounded by retail, office, restaurant, light industrial, warehouse and auto-related uses. City Parking Lot No. 5 is located approximately 0.7 miles from the Sylmar / San Fernando Metrolink Station, which is serviced by the Antelope Valley Line.

Parking Lot No. 5 is located within the San Fernando Corridors Specific Plan (SFCSP), whose objectives are as follows:

- *Establish the City's corridors as the armature of the City.*
- *Remedy the feeling of "sprawl" on the corridors.*
- *Attract new investment appropriate to the envisioned character of the corridors.*
- *Revitalize the identity and investment climate of the City as a whole.*
- *Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets*
- *Use the corridors to enhance San Fernando's identity to visitors.*

A key feature of the SFCSP is that it encourages mixed-use transit-oriented development along the corridors of North Maclay Avenue, San Fernando Road and Truman Street. The development of Parking

Lot No. 5 into a mixed-use transit-oriented development with retention of public parking spaces would assist in achieving the overall intent and goals of the Specific Plan.

Property Disposition

The Successor Agency recommends the property be transferred to the City and retained for future development pursuant to HSC §34191.5(c)(2)(B).

Retain Property for Project Identified in Approved Redevelopment Plan

Future development of the site, as a mixed-use transit-oriented project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for Project Area 1. These goals and objectives include:

- Encourage private sector investment.
- Encourage commercial rehabilitation and planned new commercial developments.
- Encourage the redevelopment of land by private enterprise or public action.⁴

In addition, the proposed project would meet the following five-year goals and objectives described in the FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas:⁵

- Retain existing and develop new neighborhood serving commercial uses where appropriate.

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed that meets the General Plan goals and the SFCSP objectives. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use transit-oriented project as well as required on-site parking for new uses as well as replacement public parking spaces. Subsequent to the selection of a developer through the RFP process, a negotiated DDA will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the Parking Lot No. 5 property under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council. If required, an agreement with the taxing entities will provide for the net proceeds of sale to be distributed as property taxes to the affected taxing entities. (From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.)

⁴ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-1 – 2.

⁵ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-2.

Disposition Timeline

The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within seven years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within eight months after DDA approval.
- Commencement of Construction: Within six months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Transfer to City

Upon approval of the LRPMP, the Successor Agency will transfer the City Parking Lot No. 5 site to the City. As described in Section I Subsection A, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City's disposition of the property.

City Parking Lot No. 8



Summary

City Parking Lot No. 8 is located in downtown San Fernando between Maclay Avenue and Brand Boulevard to the west and east, respectively, and Celis Street and Pico Street to the north and south. The City acquired the site in 1959, transferred it to the Parking Authority in 1970, which in turn conveyed it to the former RDA in 2006. Located within Project Area 1, the site was developed to stimulate economic activity in the downtown; the City and former RDA developed the site into a public parking facility for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. Parking Lot No. 8 is a 96-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Parcel Data

<i>Address</i>	Between Maclay Ave., Brand Blvd., Celis St. and Pico St.
<i>APN</i>	2522004904
<i>Lot Size</i>	43,000 SF
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$344,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	10/16/2006
<i>Value at Time of Acquisition</i>	\$103,454
<i>Acquisition Purpose</i>	To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 8 property.

History of Development Proposals and Activity

The City acquired the property in 1959, transferred it to the Parking Authority in 1970, which in turn conveyed Parking Lot No. 8 to the former RDA in 2006.

As described in Section I above, Parking Lot No.8 was included in the RFP for Mixed-Use Development at One or More Municipal Parking Lots in the Civic Center.

After reviewing the proposals received in response to the Parking Lots RFP, the former RDA entered into a Negotiation Agreement with CMI Management Inc./Wilshire Ventures for Parking Lot Nos. 4, 5, 8, and 10. Subsequently, the former RDA determined to proceed in negotiating a DDA for Parking Lots No. 8 and No. 10, and deferred negotiation of the DDAs for Parking Lot Nos. 4 and 5.

In 2005, the City approved the San Fernando Corridors Specific Plan (SFCSP), which effectively rezoned property along the commercial corridors to allow for mixed-use development with housing. The City, former RDA and Parking Authority-owned parcels were located within the SFCSP area. City Parking Lot No. 8 is located within the Mixed-Use Transition Sub-District.

On October 16, 2006, the Parking Authority approved the sale of Parking Lot No. 8 to the former RDA for a nominal sum (\$10) to facilitate the proposed development at Parking Lots 8 and 10.

In October 2006, the former RDA adopted the Mitigated Negative Declaration for the Plaza Del Sol Mixed-Use Development Proposal for Parking Lots Nos. 8 and 10, a proposed mixed-use mixed-income housing development with market rate and affordable condominiums, with ground floor commercial and subterranean and at grade parking. The City approved a Disposition and Development Agreement with CMI Management Inc./Wilshire Ventures for Parking Lot Nos. 8 and 10. Subsequently, litigation was commenced challenging the adequacy of the Mitigated Negative Declaration. In order to resolve that litigation, the former RDA entered into a Settlement Agreement, whereby the former RDA agreed to terminate the 2006 DDA and begin preparing an Environmental Impact Report.

In 2009, the City completed a Draft Environmental Impact Report (DEIR) for development covering Parking Lots No. 3, 4, 5, 7, 8, and 10. The DEIR for the San Fernando Downtown Parking Lots Project included the Plaza Del Sol mixed-use project on Parking Lots Nos. 8 and 10. The proposed development included a five-story mixed-use building, with one level of below ground parking, ground floor commercial and residential uses, second floor residential units and parking, with three floor levels above with residential uses. The EIR presented three scenarios for the Parking Lots Nos. 8 and 10 (Plaza Del Sol) development.

Due to the downturn in the economy, development at City Parking Lot Nos. 8 and 10 did not move forward.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 8 property. However, future development of Parking Lot No.8 would require replacement public parking of the 96 public parking spaces.

Transit Oriented Development Potential and Advancement of Planning Objectives

City Parking Lot No. 8 is located in downtown San Fernando and is generally surrounded by commercial and institutional uses. City Parking Lot No. 8 is located approximately 1.2 miles from the Sylmar / San Fernando Metrolink Station, which is serviced by the Antelope Valley Line.

Parking Lot No. 8 is located within the San Fernando Corridors Specific Plan (SFCSP), whose objectives are as follows:

- *Establish the City's corridors as the armature of the City.*
- *Remedy the feeling of "sprawl" on the corridors.*
- *Attract new investment appropriate to the envisioned character of the corridors.*
- *Revitalize the identity and investment climate of the City as a whole.*
- *Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets*
- *Use the corridors to enhance San Fernando's identity to visitors.*

The development of Parking Lot No. 8 (along with No. 10) into a mixed-use transit-oriented development with replacement public parking spaces would assist in achieving the overall intent and goals of the Specific Plan.

Property Disposition

The Successor Agency recommends the property be transferred to the City and retained for future development pursuant to HSC §34191.5(c)(2)(B).

Retain Property for Project Identified in Approved Redevelopment Plan

Future development of the site, as a mixed-use project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for Project Area 1. These goals and objectives include:

- Encourage private sector investment.
- Encourage commercial rehabilitation and planned new commercial developments.
- Encourage the redevelopment of land by private enterprise or public action.⁶

In addition, the proposed project would meet the following five-year goals and objectives described in the FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas:⁷

⁶ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-1 – 2.

- Provide infill housing where appropriate.
- Retain existing and develop new neighborhood serving commercial uses where appropriate.

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed that meets the General Plan goals and the objectives of the San Fernando Corridors Specific Plan. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use transit-oriented project as well as required on-site parking for new uses as well as replacement public parking spaces. Subsequent to the selection of a developer through the RFP process, a negotiated DDA will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the Parking Lot No. 8 site (along with the Parking Lot No. 10 site) under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council. If required, an agreement with the taxing entities will provide for the net proceeds of sale to be distributed as property taxes to the affected taxing entities. (From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.)

Disposition Timeline

The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within seven years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within eight months after DDA approval.
- Commencement of Construction: Within six months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Transfer to City

Upon approval of the LRPMP, the Successor Agency will transfer the City Parking Lot No. 8 site to the City. As described in Section I Subsection A, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City’s disposition of the property.

⁷ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-2.

City Parking Lot No. 10



Summary

City Parking Lot No. 10 is located in downtown San Fernando on the northwest corner of Celis Street and South Brand Avenue. The site consists of two parcels acquired by the former San Fernando former RDA in 1972. City Parking Lot No. 10 is located in Project Area 1. To stimulate economic development in the downtown, the City and former RDA acquired and developed the site into a public parking facility for neighboring commercial uses, the deficiency of which was documented in the Redevelopment Plan. Parking Lot No. 10 is a 39-space surface parking lot providing free public parking for downtown businesses, organizations, residents and visitors.

Property Inventory Information

Parcel Data

<i>Address</i>	Northwest corner of Celis St. and S. Brand Ave.
<i>APN</i>	2522004905 and 2522014901
<i>Lot Size</i>	16,352 SF total
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Public parking lot
<i>RDA Project Area</i>	Project Area 1

Current Value and Revenue Generation

<i>Estimate of Current Value</i>	\$131,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	11/6/72
<i>Value at Time of Acquisition</i>	\$6,678 and \$30,020, respectively
<i>Acquisition Purpose</i>	To stimulate downtown revitalization by providing public parking facilities for neighboring commercial uses, many of which were built without any on-site parking facilities.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination on the City Parking Lot No. 10 property.

History of Development Proposals and Activity

In 1964 and 1970, the City acquired the two parcels that would be developed into Parking Lot No. 10. In 1972, the City conveyed the property to the former RDA.

As described in Section I above, Parking Lot No. 10 was included in the RFP for Mixed-Use Development at One or More Municipal Parking Lots in the Civic Center.

After reviewing the proposals received in response to the Parking Lots RFP, the former RDA entered into a Negotiation Agreement with CMI Management Inc./Wilshire Ventures for Parking Lot Nos. 4, 5, 8, and 10. Subsequently, the former RDA determined to proceed in negotiating a DDA for Parking Lots No. 8 and No. 10, and deferred negotiation of the DDAs for Parking Lot Nos. 4 and 5.

In 2005, the City approved the San Fernando Corridors Specific Plan (SFCSP), which effectively rezoned property along the commercial corridors to allow for mixed-use development with housing. The City, former RDA and Parking Authority-owned parcels were located within the SFCSP area. City Parking Lot No. 10 is Mixed-Use Transition Sub-District.

In October 2006, the former RDA adopted the Mitigated Negative Declaration for the Plaza Del Sol Mixed-Use Development Proposal for Parking Lots Nos. 8 and 10, a proposed mixed-use mixed-income housing development with market rate and affordable condominiums, with ground floor commercial and subterranean and at grade parking. The City approved a Disposition and Development Agreement with CMI Management Inc./Wilshire Ventures for Parking Lot Nos. 8 and 10. Subsequently, litigation was commenced challenging the adequacy of the Mitigated Negative Declaration. In order to resolve that litigation, the former RDA entered into a Settlement Agreement, whereby the former RDA agreed to terminate the 2006 DDA and begin preparing an Environmental Impact Report.

In 2009, the City completed a Draft Environmental Impact Report (DEIR) for development covering Parking Lots No. 3, 4, 5, 7, 8, and 10. The DEIR for the San Fernando Downtown Parking Lots Project included the Plaza Del Sol mixed-use project on Parking Lots Nos. 8 and 10. The proposed development included a five-story mixed-use building, with one level of below ground parking, ground floor commercial and residential uses, second floor residential units and parking, with three floor levels above with residential uses. The EIR presented three scenarios for Parking Lots Nos. 8 and 10 (Plaza Del Sol) development.

Due to the downturn in the economy, development at City Parking Lot Nos. 8 and 10 did not move forward.

Restrictions on Disposition of the Property

There are no known restrictions on disposition of the City Parking Lot No. 10 property. However, future development of Parking Lot No. 10 would require replacement public parking of at least 39 public parking spaces.

Transit Oriented Development Potential and Advancement of Planning Objectives

City Parking Lot No. 10 is located in downtown San Fernando and is generally surrounded by commercial and institutional uses. City Parking Lot No. 10 is located approximately 1.2 miles from the Sylmar / San Fernando Metrolink Station, which is serviced by the Antelope Valley Line.

The San Fernando Corridors Specific Plan (SFCSP), whose objectives are as follows:

- *Establish the City's corridors as the armature of the City.*
- *Remedy the feeling of "sprawl" on the corridors.*
- *Attract new investment appropriate to the envisioned character of the corridors.*
- *Revitalize the identity and investment climate of the City as a whole.*
- *Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets*
- *Use the corridors to enhance San Fernando's identity to visitors.*

The development of Parking Lot No. 10 (along with No. 8) into a mixed-use transit-oriented development with replacement public parking spaces would assist in achieving the overall intent and goals of the Specific Plan.

Property Disposition

The Successor Agency recommends the property be transferred to the City and retained for future development pursuant to HSC §34191.5(c)(2)(B).

Retain Property for Project Identified in Approved Redevelopment Plan

Future development of the site, as a residential and/or commercial project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for Project Area 1. These goals and objectives include:

- Encourage private sector investment.
- Encourage commercial rehabilitation and planned new commercial developments.
- Encourage the redevelopment of land by private enterprise or public action.⁸

In addition, the proposed project would meet the following five-year goals and objectives described in the FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas:⁹

- Provide infill housing where appropriate.

⁸ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-1 – 2.

⁹ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-2.

- Retain existing and develop new neighborhood serving commercial uses where appropriate.

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed that meets the General Plan goals and the objectives of the San Fernando Corridors Specific Plan. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use transit-oriented project as well as required on-site parking for new uses as well as replacement public parking spaces. Subsequent to the selection of a developer through the RFP process, a negotiated DDA will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the Parking Lot No. 10 property (along with the Parking Lot No. 8 property) under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council. If required, an agreement with the taxing entities will provide for the net proceeds of sale to be distributed as property taxes to the affected taxing entities. (From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.)

Disposition Timeline

The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within seven years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within eight months after DDA approval.
- Commencement of Construction: Within six months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Transfer to City

Upon approval of the LRPMP, the Successor Agency will transfer the City Parking Lot No. 10 site to the City. As described in Section I Subsection A, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City’s disposition of the property.

1320 San Fernando Road



Summary

Located in downtown, 1320 San Fernando Road is a vacant lot located mid-block between S Workman Street and S Kalisher Street. To the west, it is bordered by Celis Street. In 1990, the former RDA acquired the site with 80 percent tax increment funds for potential future development as affordable housing.

Property Inventory Information

Parcel Data

<i>Address</i>	1320 San Fernando Street
<i>APN</i>	2521016900
<i>Lot Size</i>	40,000 SF
<i>Current Zoning</i>	SP-4 (San Fernando Specific Plan Corridors zone), Mixed-Use Transition Sub-District of the SFCSP
<i>Current Use</i>	Vacant lot
<i>RDA Project Area</i>	Project Area 1A

Current Value and Revenue

<i>Estimate of Current Value</i>	\$880,000
<i>Date/Value Basis for Estimate</i>	2/26/2014 Appraiser valuation
<i>Revenue Generated by Property</i>	\$0
<i>Requirements for Revenue Use</i>	N/A

Acquisition Information

<i>RDA Acquisition Date</i>	2/13/90
<i>Value at Time of Acquisition</i>	\$1,000,000
<i>Acquisition Purpose</i>	Acquisition of opportunity site for potential future affordable housing development.

History of Environmental Contamination / Remediation

There is no known record of environmental contamination at 1320 San Fernando Road.

History of Development Proposals and Activity

The former RDA acquired 1320 San Fernando Road in 1990 for the purpose of future development. The site has been identified as an opportunity site for high-density transit-oriented housing development. The FY 2010/11 Five-Year Implementation Plan describes the former RDA's activities during the previous five-year period related to the development of 1320 San Fernando Road:

- *RFP for affordable mixed-use development project at 1320 San Fernando Road.*¹⁰
- *Secured funding for a proposed affordable housing project at 1320 San Fernando Road.*¹¹
- ***Affordable Housing Development at 1320 San Fernando Road***
*The Agency plans to provide pre-development assistance starting in FY 2010/11 and land write-down assistance starting in FY 2012/13 totaling approximately \$850,000 over the next five years to an affordable housing developer to construct a rental development for very low and low-income households. No ENA has been established for this project, but the project would likely include 27 low-income units and 27 very low-income units, and may include a retail component. The Agency is actively seeking a developer for this site.*¹²

The FY 2010/11 Five-Year Implementation Plan states that the former RDA anticipated spending \$850,000 to assist the development during FY 2010/11–FY 2014/15. The development was anticipated to include 27 units of housing affordable to very low–income households and 27 units affordable to low-income households.¹³

The housing development did not go forward due to the downturn in the economy.

Restrictions on Disposition of the Property

There are no known restrictions on the disposition of the 1320 San Fernando Road property.

Transit Oriented Development Potential and Advancement of Planning Objectives

The 1320 San Fernando Road site is located in downtown San Fernando and is generally surrounded by retail, office, restaurant, light industrial, warehouse, and auto-related uses. The site is located approximately 0.5 miles from the Sylmar/San Fernando Metrolink Station, which is serviced by the Antelope Valley Line.

In 2005, the City approved the San Fernando Corridors Specific Plan (SFCSP), which encompasses the full lengths of Truman Street and San Fernando Road, from the eastern municipal boundary with Pacoima to the western boundary with Sylmar. The SFCSP effectively rezoned property along the commercial corridors to allow for mixed-use development with housing. The 1320 San Fernando Road site is within the “Truman/San Fernando District” of the SFCSP area, which includes several sub-districts, including the “Mixed-Use Transition” sub-district.

¹⁰ FY 2010/11–FY2014/15 Five-Year Implementation Plan, San Fernando Redevelopment Agency, February 2011, p. I-8.

¹¹ Ibid, p. I-9.

¹² Ibid, p. III-22.

¹³ Ibid, p. III-24.

The SFCSP identified the 1320 San Fernando Road site as Opportunity Site 2, with envisioned development including mixed-use and residential transit-oriented development.

Property Disposition

The Successor Agency recommends the property be transferred to the City and retained for future development pursuant to HSC §34191.5(c)(2)(B).

Retain Property for Project Identified in Approved Redevelopment Plan

Future development of the site, as a residential project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for Project Area 1. These goals and objectives include:

- Encourage private sector investment.
- Encourage the redevelopment of land by private enterprise or public action.
- Protect the health and general welfare of very low, low and moderate-income persons by increasing and improving the community's supply of housing affordable to these persons.¹⁴

In addition, the proposed project would meet the following five-year goal described in the FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas:¹⁵

- Provide infill housing where appropriate.

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed that meets the General Plan goals and the objectives of the San Fernando Corridors Specific Plan. A negotiated Disposition and Development Agreement (DDA) will set the terms of the land acquisition between the City and a qualified and approved developer. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build a mixed-use transit-oriented project that depending on market conditions and feasibility, could potentially include mixed-income residential use. Subsequent to the selection of a developer through the RFP process, a negotiated Disposition and Development Agreement (DDA) will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the 1320 San Fernando Road property under the DDA will be not less than the fair reuse value of the property with the covenants, conditions and development costs authorized pursuant to the DDA, as determined by formal action of the City Council. If required, an agreement with the taxing entities will provide for the net proceeds of sale to be distributed as property taxes to the affected taxing entities. From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys' fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.

¹⁴ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-1 – 2.

¹⁵ FY 2010/11 – FY 2014/15 Five-Year Implementation Plan for the San Fernando Redevelopment Project Areas, San Fernando Redevelopment Agency, February 2011, p. II-2.

Disposition Timeline

While the timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community, it is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within five to seven years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within 8 months after DDA approval.
- Commencement of Construction: Within 6 months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Transfer to City

Upon approval of the LRPMP, the Successor Agency will transfer the 1320 San Fernando Road site to the City. As described in Section I Subsection A, the City of San Fernando intends to enter into an agreement or agreements with the affected taxing entities prior to the City's disposition of the property.

Properties to Be Sold

NONE