



San Fernando City Chamber of Commerce: Envisioning the Future of San Fernando with Modern Transit

Introduction

The future of San Fernando stands at a pivotal crossroads. As we honor our rich history, we must also cast a visionary eye toward the decades ahead. Where will we be in 10 years? What kind of town will our children inherit in 25 years? Central to these questions is the role of today's modern Transit in shaping a vibrant, accessible, and economically robust community.

Assessment of Current Proposals

The San Fernando City Chamber of Commerce (SFCCC) has thoroughly reviewed the Metro Light rail proposal presented to the City of San Fernando. While we recognize the intent behind Option 1—extending the light rail to Sylmar—we find it unviable due to significant disruptions and prohibitive mitigation costs. The second option proposed we cannot support either as it avoids San Fernando and Sylmar, leaving hundreds of thousands of residents with no future prospect of utilizing today's modern transit systems. Nevertheless, we strongly support ancillary improvements, including enhanced safety measures, upgraded bus shelters, and expanded walkways, which align with our vision for a more connected and pedestrian-friendly city.

Proposed Alternative: The Cesar Chavez Station at San Fernando

In pursuit of a visionary solution, the SFCCC engaged in discussions with Metro representatives. During these meetings an alternative to the presented options was proposed — *The Cesar Chavez Station at San Fernando*.

Key Components of the Proposal:

Strategic Extension: Extend the light rail down the existing median as outlined in Option 1, but terminate at Wolfskill, the edge of our town. This location provides ample space for a substantial station with versatile configurations.

Cultural Integration: The relocation of the current Cesar Chavez memorial, while significant, offers an opportunity to honor his legacy more prominently. We propose naming the new hub the "*Cesar Chavez Memorial Station at San Fernando*," incorporating existing artwork and educational materials to create a landmark recognized across the Metro system.

Community Connectivity: This station would sit within 2,000 feet of major employers, our largest park and sports facilities, senior and low-income housing, schools, and

residential areas. It is less than 1,500 feet from City Hall, the police department, San Fernando Mall, and key business districts—all within walking distance via bike and walking paths already in place.

Economic and Social Impact

The potential of the Cesar Chavez Station transcends transportation. It promises unprecedented economic stimulation through connecting the following:

Housing and School Developments: Providing access to our seniors, low-income residents and students to connect to Van Nuys and beyond.

Business Revitalization: Increasing foot traffic to retail and commercial areas, City Hall, San Fernando Police Station and boosting local businesses.

Central City Growth: Sparking urban renewal and fostering a vibrant city center.

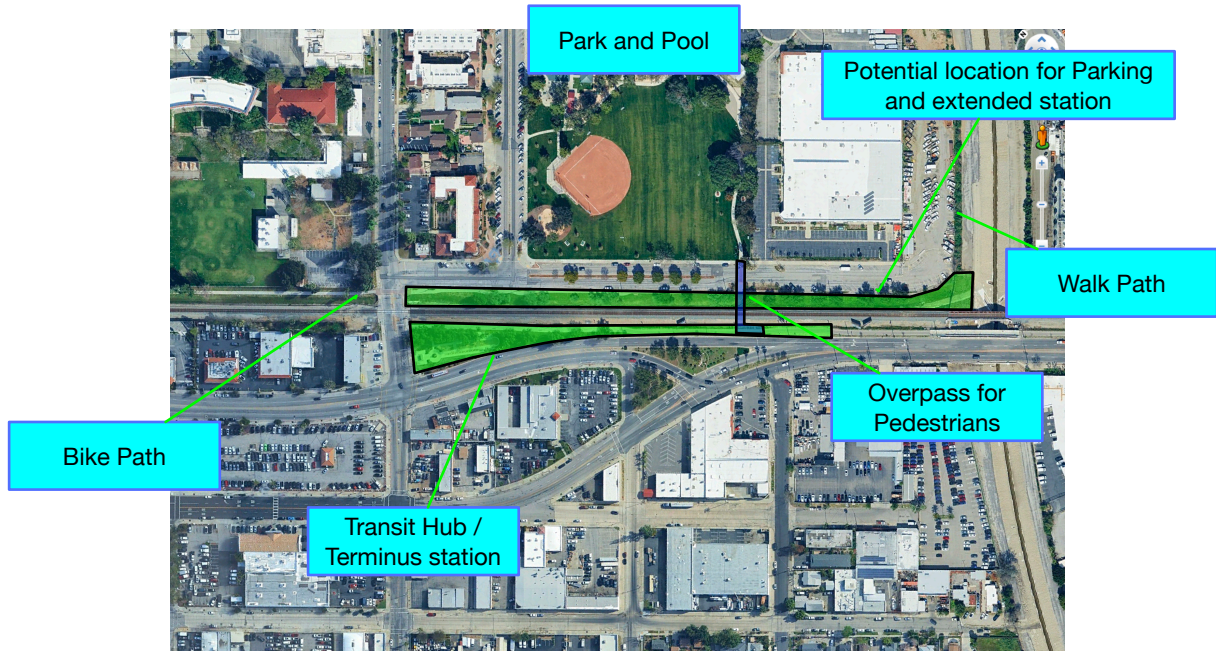
With this project funded and in process, attraction to the City of better retail, new housing and multi use developments, and a preparation for upcoming Soccer and Olympic events coming to the greater LA area, this project delivers a once-in-a-generation opportunity for San Fernando.

Call to Action

As representatives committed to the welfare of San Fernando, for our local businesses and residents, and by extension the greater Northeast Valley, we urge Metro and our elected officials to give this project the attention and diligence it warrants. The Cesar Chavez Station at San Fernando is not just a transportation proposal—it is a bold step towards a future that honors our past while embracing growth and innovation.

Let us together seize this visionary moment and shape a thriving future for generations to come.

Scenario 1-A: Full Build to Wolfskill



Above is an outline of one possible implementation of the Cesar Chavez Station. This location has direct access to Truman street, Wolfskill, Recreation Park and its Olympic Pool, the current city bike path to the Sylmar Station, and the city walking path to Foothill Blvd. At almost 1000', it is long enough to park a full train with additional space as required.