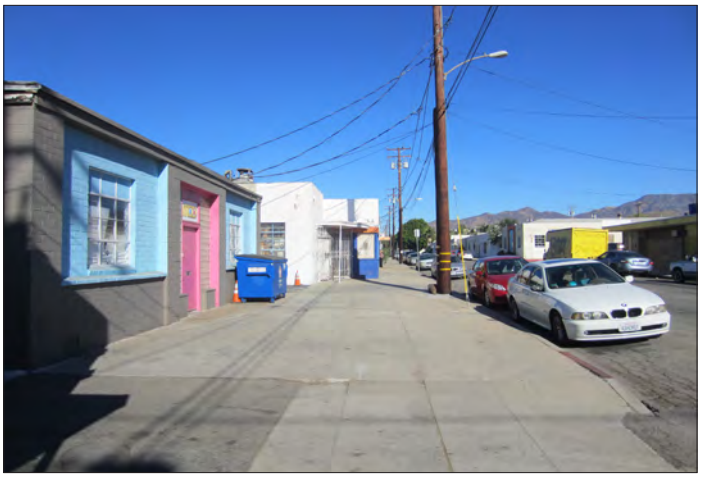
SAN FERNANDO CORRIDORS SPECIFIC PLAN



PUBLIC REVIEW DRAFT
AUGUST 10, 2017

THE CITY OF SAN FERNANDO

Metro

SARGENT TOWN PLANNING

Gibson Meridian MRE NELSON raimi+associates

The San Fernando

Corridors Specific Plan

Adopted by Ordinance #1562

January 2005

Prepared for

The City of San Fernando

Prepared by

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Part of the history of San Fernando.

The City of San Fernando is moving forward with a community-based vision for revitalization of the Maclay Avenue, Truman Street, San Fernando Road, and First Street corridors. This document, the San Fernando Corridors Specific Plan, is the City's tool to help guide and realize this vision. This Orientation Section begins with a statement of purpose, an overview of the vision, and a look at the current conditions along the corridors. An overview of the planning process which formed the specific plan's recommendations and policies is followed by a description of the project boundaries. The section concludes with a detailed summary of the components of the plan itself.

PURPOSE

The purpose of the San Fernando Corridors Specific Plan is to put in place policies and strategies to transform Truman Street, San Fernando Road, Maclay Avenue, and First Street into attractive, livable, and economically vital districts. These corridors are major "pieces of the city" that provide a framework for movement and activity in the community. They accommodate enhanced public transit opportunities – including the East San Fernando Valley Transit Corridor proposed by Metro, which proposes to introduce either Bus Rapid Transit (BRT) along Truman Street, Modern Streetcar (Tram) along San Fernando Road, or Light Rail within the existing railroad right-of-way – and provide pedestrian, bicycle, and vehicular access to the San Fernando/Sylmar Metrolink Station and the transit stops associated with Metro's proposed transit initiatives. They also provide opportunities for investment. The corridors are where much of the community life is "on display" for residents and visitors alike. Because it is important to properly shape growth and change on the corridors, the specific plan combines a policy framework with design standards and guidelines, and includes concepts for capital improvements to encourage and focus activity and investment along them.

The specific plan is both a record and a manifestation of the community's goals. Through participation in a series of public workshops and meetings, community members articulated a vision for the future of the community. This vision carries an expectation that these primary corridors should better represent the quality and character of San Fernando. They should be planned to provide an environment that is more comfortable for pedestrians than they presently do. Roadway design should tame the current flow of traffic. Most of all, the residents of San Fernando wish to see new investment and activity in the corridors that convey the sense of uniqueness, pride and community spirit that differentiates San Fernando from other nearby communities.

The production of the original San Fernando Corridors Specific Plan was funded by a grant from the State of California Downtown Rebound Capital Improvement Program. Its stated purpose was to "finance the revitalization of urban downtown areas through adaptive reuse (conversion) of vacant or underutilized commercial and industrial structures into residential units; transition; and the development of high-density housing adjacent to existing or planned mass transit facilities." Funding for this specific plan amendment was provided by Metro in order to encourage cities along major transit corridors such as the Metrolink railway to make regulatory changes necessary to facilitate infill and transit oriented development projects that are consistent with regional transportation plans.

PLAN INTENT

The City of San Fernando and its residents have envisioned the transformation of the Maclay, Truman, San Fernando Road, and First Street Corridors into vibrant and attractive corridor districts. The community intends to reverse a trend of disinvestment that has become evident in the corridors over the past few decades, and to reinvent these highly visible and undervalued portions of the city. A key part of this strategy includes supporting Metro's new East San Fernando Valley Transit Corridor and introducing residential and office uses within walking and biking distance of the Metrolink Station and Metro's proposed BRT, Tram, or Light Rail stops. Through participation in a series of public workshops, the community has established a vision for the revitalization of the corridors that reflects and reinforces valued aspects of San Fernando's heritage, namely, the unique identity of the community and the quality of its neighborhoods.

Located at the historic core of the San Fernando Valley, the City of San Fernando is conveniently situated near three major highways, Interstate 5, Interstate 210, and State Highway 118. The community has significant historic resources including a number of sites listed or potentially eligible for listing on the National Register of Historic Places and residential neighborhoods with numerous original craftsman style homes. The town also possesses a distinctive "main-street" shopping district, the San Fernando Mall. There is a very strong sense of community among the residents, and the demand for housing in San Fernando is quite strong. As a result, the City of San Fernando is experiencing a shortage of available housing.

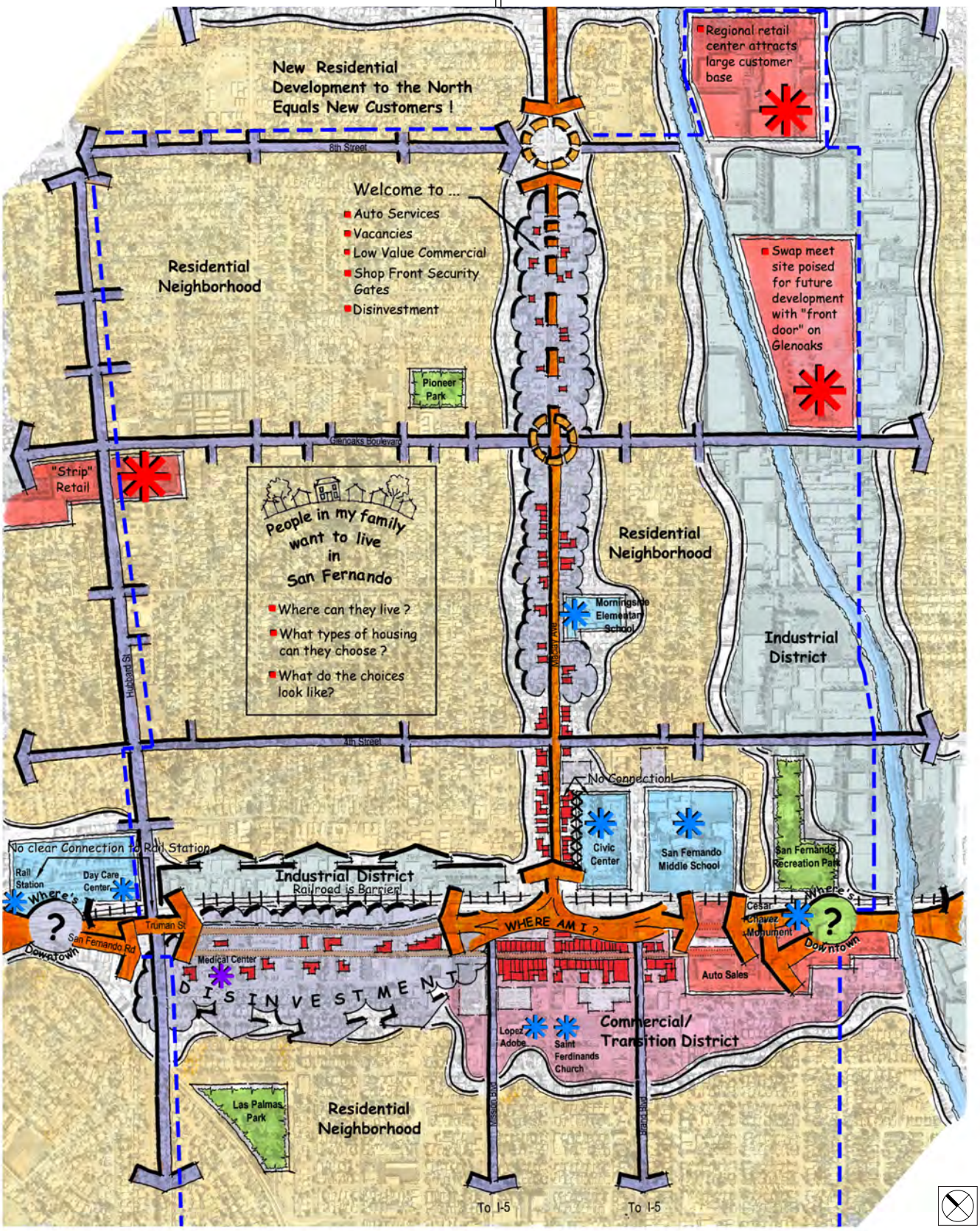
Maclay Avenue, Truman Street and San Fernando Road are the primary arteries that transverse the city and connect it to its surroundings. As gateways to the city, the corridors along these streets convey an initial impression of San Fernando to entering visitors. However, cur-

A Tram, also known as a Modern Streetcar, could potentially be introduced along San Fernanod Road.

A Bus Rapid Transit (BRT) line could potentially be introduced along Truman Street.

A Lightrail could potentially be within the railroad rought-of-way with stops at Maclay Avenue and at the Metrolink Station.

PATTERNS OF DEVELOPMENT AND CHANGE



rent conditions in these corridors paint a less than attractive image of the community for travelers, residents, and prospective investors.

The Truman, San Fernando and Maclay Corridors have for many decades suffered from a lack of new private investment. Originally zoned and configured to serve the anticipated growth of the post-war years, commercial strip corridors initially offered businesses an opportunity to locate outside of downtowns. To American consumers this pattern of development offered an alternative location in shopping for retail goods and services. To businesses, the commercial strip model was well suited to attracting potential customers traveling at near highway speeds. Businesses could be located along well-traveled corridors, with highly-visible (often pole-mounted) signs to catch the motorist's eye, and convenient surface parking out in front (which also encouraged the buildings to be set back from the public right-of-way). The resulting commercial strip model drew shoppers away from their downtowns.

Beginning in the 1960's and 70's, the development of regional malls attracted customers away from traditional downtowns and older commercial strips. During the 1990's, national retailers continued to develop newer, more convenient and more efficient formats to tap into their regional markets. As a result, small and medium sized American cities have witnessed the proliferation of commercial "power-centers" and other regional retail outlets in close proximity to highway interchanges and major intersections. This trend has led to an economic marginalization of the commercial strip, especially in stretches occurring between major intersections. As new investment and existing business moved elsewhere, vacancy, poor maintenance, and out-of-date character became more prevalent on many strips. The conveniences and cost savings once offered by the strip have been outweighed by the unattractive appearance of the corridor and its lack of integration with its community. One approach to revitalization of such outdated strip corridors that is embraced by the Urban Land Institute (ULI, "Ten Principles for Reinventing America's Suburban Strips, 2001) calls for a significant reduction in the amount of retail-zoned land along the corridor. By reducing the amount of land currently over-zoned for retail and commercial uses, this approach frees-up marginal and underutilized land for strongly sought-after forms of new investment such as housing.

In conjunction with reducing the amount of retail and commercially-zoned land, the Urban Land Institute endorses a "clustering" of retail uses at major arterial and freeway intersections and in existing downtowns. Communities are rediscovering the function of walkable "main streets" as a component of revitalized downtowns and town centers. Cities are recognizing that a reduction

The decline of the commercial strip.

The Truman Road corridor.

The distinctive gateway Maclay Avenue and Eight Street marks the northern entry into the City of San Fernando.

Maclay Avenue between First and Fourth Streets.

in retail-zoned land along commercial corridors in combination with the clustering of retail uses focuses market attention on areas that may be efficiently amortized and serviced. Correspondingly, the re-zoned corridors and their arterial streets can be re-tooled to provide opportunity for pent-up housing demand, and help reverse the trend of marginalization and disinvestment plaguing commercial strip corridors. These trends show that communities have options to revitalize arterial street corridors from past eras that no longer serve the highest expectation of the community.

Specific Plan's Relationship to the General Plan

The San Fernando Corridors Specific Plan sets forth the planning principles, land use policies, development standards, and design guidelines for private development and public improvements within the specific plan area. In doing so, the specific plan implements the goals, objectives, and policies identified in the City of San Fernando General Plan, with particular emphasis in implementing the goals and objectives set forth in the General Plan's Land Use, Housing, and Circulation Elements.

For example, as is discussed in detail throughout the specific plan, it provides for the clustering of commercial, higher density residential, and mixed-use development within the specific plan area in a manner that:

1) "retains the small town character of San Fernando, promotes the economic vitality of commercial areas, and maintains an identity that is distinct from surrounding communities," per San Fernando General Plan Land Use Goals I-III, Pg. IV-6;

2) "continue(s) to provide adequate sites to facilitate the development of a range of residential development types in San Fernando which will fulfill regional housing needs," per General Plan Housing Element Goal 3.0 and Policy 3.5; and,

3) "provide(s) an efficient street system which allows maximum safety and economy of movement," per Circulation Element Goal No. 1, Pg. V-5.

The specific plan thus provides for the systematic implementation of the San Fernando General Plan as it relates to the development of properties located in the specific plan area. The specific plan describes the types of uses and character envisioned within the specific plan area and the necessary public and private facilities, infrastructure improvements, services, and private property development standards that are designed to accommodate the planned new infill development. In doing so, the specific plan meets the State of California requirements for specific plans as set forth in *Government Code* Section 65450 (et. seq.).

Specific Plan's Relationship to the Zoning Code

The San Fernando Corridors Specific Plan replaces all zoning regulations previously applicable to the specific plan planning areas, which include the Downtown District, the Maclay District, and the Workplace Flex District. The specific plan supplants the zoning code as the regulatory tool within the specific plan districts and outlines the types of uses, development standards, and design guidelines that will guide future public and private development. In the event the adopted specific plan is silent as to a development standard or procedure, the provisions of the *San Fernando City Cod*e Chapter 106 (zoning) shall control.

THE VISION: A City of Districts

The Truman, San Fernando, Maclay, and First Street corridors will provide the structure upon which the city can be organized as a series of clearly identifiable neighborhoods. Rather than continuing to embody the placeless character of commercial "strip" corridors, the corridors will embody the street type, development type, and aesthetic qualities envisioned for the city district in which they are situated. New investment in the corridors will lead to city-wide revitalization. Where the corridors meet the city's boundaries, distinctive gateways will introduce the qualities that set San Fernando apart from the adjacent communities. The corridors will be places for new investment in the form of housing, office, and commercial development. In addition, either Truman Street or San Fernando Road could potentially accommodate Metro's new transit initiatives that include new transit stations/stops and Bus Rapid Transit (BRT) on Truman Street or Modern Streetcar (Tram) on San Fernando Road. New streetscape improvements and gateway features will create the appropriate setting for new public and private investment, generating developer interest. The corridors will themselves become distinctive districts within the city.

The Downtown District: The "Heart of The City"

This district is the city's functional center and is comprised of three distinct areas, the City Center, a mixed-use area between the City Center and the Metrolink Station, and an auto commercial area to the east of the City Center.

The City Center contains most of the city's primary destinations – the shopping district along Maclay Avenue, the Civic Center, and the San Fernando Mall. With proposed improvements, this revitalized downtown will reflect its role as the most public place in the city and stand out as a highly recognizable and attractive community focus. Along Maclay Avenue between First

An example of historic San Fernando architecture.

San Fernando is home to a variety of architectural styles.

Residential street between First Street and Second Street. Buildings are setback behind front yards.

A Mixed-Use Sub-District is envisioned along San Fernando Road.

New mixed uses are envisioned along San Fernando Road and Truman Street. This building is designed in the Monterey Style.

The Lopez Adobe is designed in the Monterey Style with Queen Anne Style balconies.

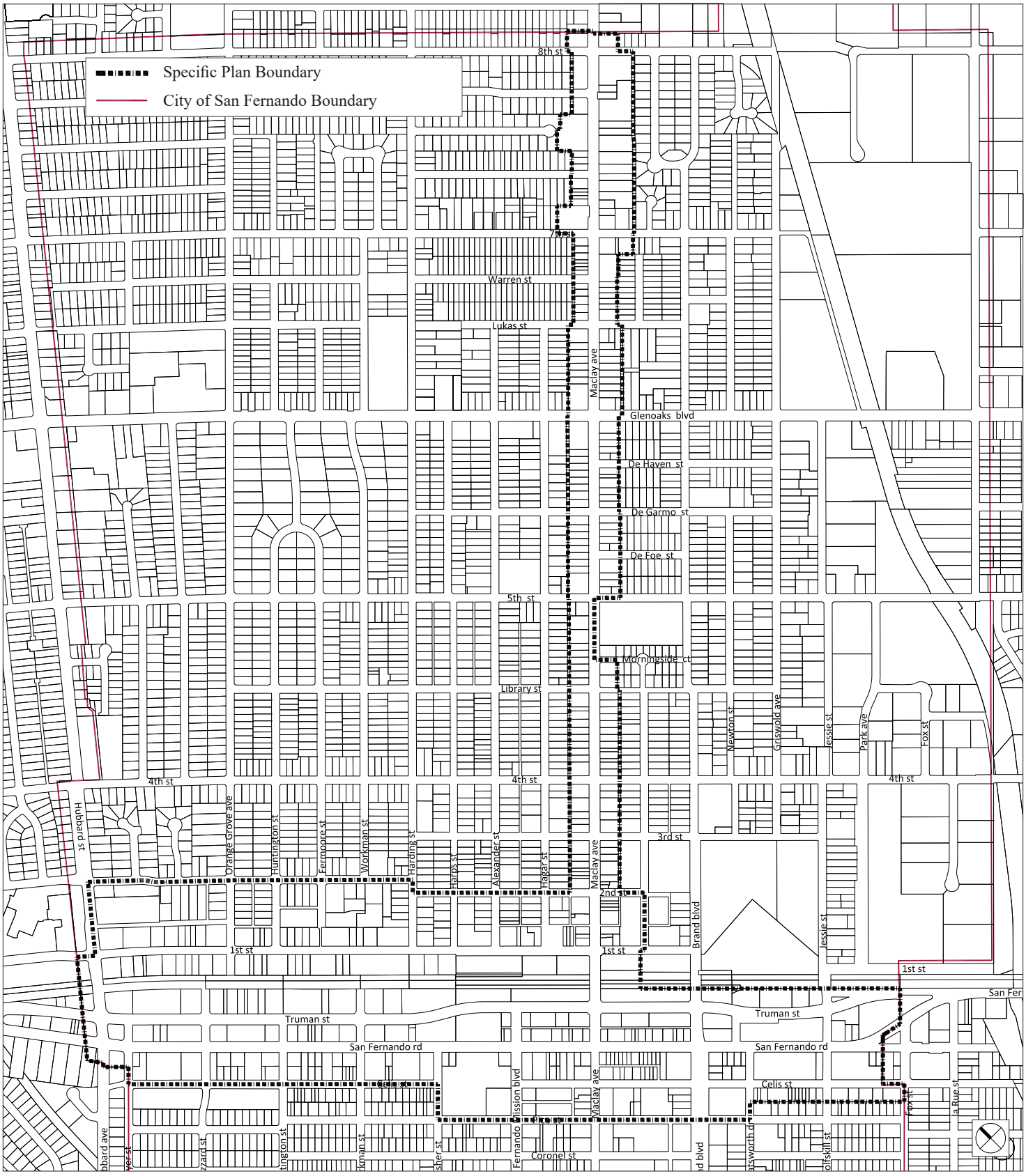
Street and Fourth Street, a revitalized historic retail district serves as the vibrant and attractive civic heart of the downtown. The transformation of this area has occurred through new streetscape amenities and new investment in the form of retail shops, restaurants and cafes offering residents a charming area in which to spend their lunch hour, a place to gather after work, or to enjoy a meal with friends and family as the sun sets and the air cools in the evening hours. Continuing south on Maclay, the intersection of Maclay Avenue and Truman Street will tie the historic retail district with the vibrant destination of the San Fernando Mall, and anchor this vital intersection as a destination around which the downtown is structured. New investment at the intersection of Maclay Avenue and Truman Street announce to visitors the center of the city. Continuing down Maclay Avenue and into the San Fernando Mall, development will embrace the street with ground-floor activity-generating uses including retail shops, restaurants, and services. Complementary uses like offices and homes will occupy the upper stories of new uses, and bring additional life to the streets of the City Center area.

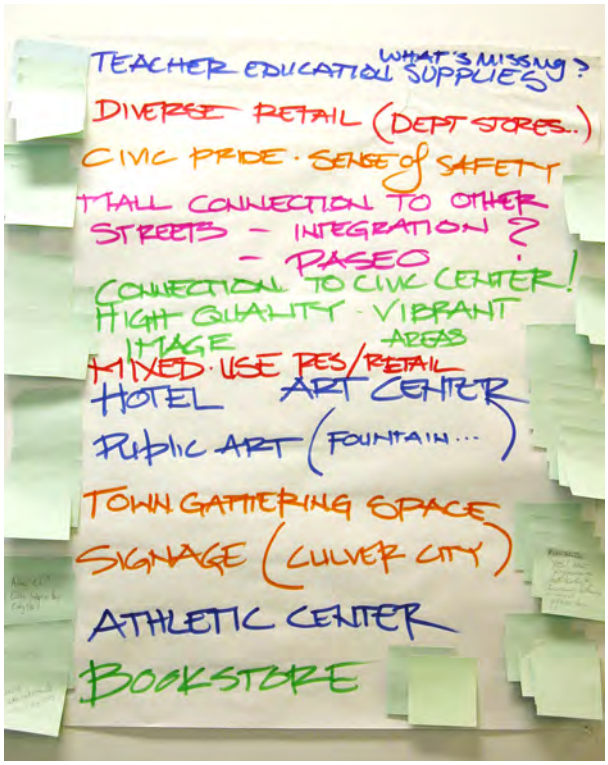
To the west of the City Center, the disparate development fronting and adjacent to Truman Street and San Fernando Road will be transformed into a cohesive, walkable urban fabric that connects the City Center to the Metrolink Station. New development will provide opportunities for new retail, offices, and residences within close proximity of the San Fernando Mall, the Sylmar/San Fernando Metrolink Station, and enhanced access to major public transit routes, including Metro's proposed BRT, Tram, or Light Rail initiatives and associated transit stations/stops. Well-designed buildings will provide a comfortable transition between existing residential development along and to the south of Celis Street, and the mixed-use areas to the north.

The area to the east of the City Center is devoted to the expansion of auto dealerships, increasing the city's position as a center for new car sales.

Streetscape improvements along Truman Street will support its role as a primary east-west thoroughfare that traverses the City, reshaping this corridor as a grand boulevard. West of San Fernando Mission Boulevard, large shade trees will provide an attractive environment for pedestrians, transit users, and automobiles alike. Between San Fernando Mission and Brand boulevards, a tree-planted median will center on Truman Street, and a generous sidewalk will provide a pleasant walking environment. Streetscape improvements along San Fernando Road will slow traffic, provide convenient parking for shoppers, and give shade to shoppers and residents alike. At the district's boundary with Sylmar, a new gateway feature will announce one's arrival into San Fernando.

SPECIFIC PLAN PROJECT LIMITS





Community Workshop comments.

Community Workshop participation.

The Maclay District: A Neighborhood Spine

Extending northward from the Downtown District, the Maclay District will enable new corridor-oriented home sites for the city's residents. Here, residential neighborhoods will reclaim their place as the rightful occupants of the city's primary north / south collector. Complementing new residential development along a corridor where Morningside Elementary School and Mission City Church set a high standard of neighborhood character, new shops and services will grace the corridor along with new residential buildings that are attractive and designed to support the Maclay District's neighborhood identity.

Within the Maclay District, locally-serving clusters of retail and services will provide residents with many of the conveniences needed to support their daily lives within a walkable and pedestrian-friendly environment. These retail nodes serve as local destination points for community members to meet and to gather. Residents will be able to walk to visit with friends and neighbors, or will meet one another at a café, bookstore, or other locally-serving establishment.

Throughout the district, new street trees will provide shade to the pedestrian environment while serving to buffer the sidewalks from traffic and parking lanes. New residential and residentially-compatible commercial development will be set back from the street with well-landscaped frontages providing a safe and comfortable atmosphere for strolling. At the northern end of the Maclay District, where Maclay Avenue intersects Eighth Street at the city's boundary, a new city gateway monument will welcome visitors and residents to San Fernando. This will introduce them to the neighborhoods of the Maclay District, where new residential development will reflect community spirit at the city's front-door.

Workforce Flex District: The City's Workplace

First Street and the north side of Truman Street between Workman Street and Meyer Street, commercial sales, office development, light industrial complexes, and warehouse and distribution development will fulfill the community's desire for a cohesive district to attract future investment. Businesses, and services will infill the district's undeveloped areas. Well-designed buildings will expand the power of the city's workplace incorporating new office, commercial and light-industrial development into the mix. Existing light industrial uses will continue to do business and new live-work uses will be allowed subject to a conditional use permit.

Street improvements, include new shade trees, wider sidewalks enabled by building setbacks, and bicycle sharrow (travel lane shared by both cars and bikes) improve

the physical experience of the street and strengthen the connection between the Sylmar/San Fernando Metrolink Station, the commercial uses along Maclay Avenue, and the civic uses to the east.

General Neighborhood District: Transition to the City's Residential Neighborhoods

The General Neighborhood District accommodates multi-family housing near Downtown and the Metrolink Station that transitions between Downtown's mixed-use buildings, First Street's commercial and light industrial buildings, and the single-family residential neighborhoods to the north. Along the south side of Second Street, new multi-family buildings face Second Street with two-story masses at the front of the lot that are in character with the single-family houses across the street. Higher masses – up to four stories – are allowed at the center and rear of the lot.

SPECIFIC PLAN AREA DEFINITION

The San Fernando Corridors Specific Plan encompasses the full lengths of Truman Street, San Fernando Road, and Celis Street within the city, from the eastern boundary with Pacoima to the western boundary with Sylmar. The project boundaries include the entire public rights-of-way as well as parcels located to the north and south of these roads. It also includes the parcels and public rights-of-way along both sides of First Street between Maclay Avenue and Hubbard Avenue, the parcels along the south side of Second Street between Maclay Avenue and Hubbard Avenue, and the parcels along the north side of Pico Street between Chatsworth Drive and Kalisher Street. On Maclay Avenue, the plan area includes the entire public right-of-way and all its fronting properties from San Fernando Road to Eighth Street at the city's northern border with Sylmar (See Project Limits illustration on page 9).

THE PLANNING PROCESS

In the fall of 2002, the City of San Fernando began a planning effort to revitalize the Maclay, Truman, and San Fernando Road corridors. While past planning processes had examined independent components of streetscape design and individual development sites, never before had the City undertaken a process that brought together aspects of planning for future land use, streetscape design, development standards and design guidelines into a single planning and policy document. As a demonstration of their commitment to the revitalization of these corridors, the City chose to use one of its most powerful policy tools, a specific plan, to guide the restructuring of the three corridors. Among the concerns expressed by community members during the 2002 through 2005

Community Workshop participation.

Community Workshop participation.

A need for better pedestrian spaces was often cited by community workshop participants.

Community Workshop participants called for improved signage announcing the entry in San Fernando.

Specific Plan preparation process was a desire to slow the speed of traffic on the corridors (especially on Maclay Avenue for the benefit of schoolchildren) and to reduce the overall impression of auto-related services along the corridors. Workshop participants expressed a desire to fill in vacant properties between existing corridor buildings with new development and to improve the visual appearance of the light industrial and service commercial uses. There were shared feelings among community members that the city would benefit from a clustering of uses, especially restaurants and cafés, so that residents could enjoy strolling in a walkable district where there would be an option for outdoor dining. Many community members mentioned the importance of retaining the city's historic architecture as a part of reinvigorated development and change. Finally, there was a strong sense that the strength of community felt by the city's residents contributes to a significant demand for housing, and that the community would wish to have expanded options for housing for their families.

After extensive public input, the Specific Plan was adopted in January 2005.

In February 2013, the Los Angeles County Metropolitan Transportation Agency (Metro) Board awarded the City of San Fernando a grant to amend the zoning to allow residential and commercial uses within walking distance of the Sylmar/San Fernando Metrolink Station, expand the Specific Plan boundary to include the areas west of Maclay Avenue and south of Second Street, generate an Environmental Impact Report (EIR) to assess the impacts of the zoning update, and amend the General Plan to ensure that the proposed updated zoning regulations and the City's General Plan are consistent with one another. The subsequent planning process focused on amending the Corridors Specific Plan to:

- Align land uses within the Specific Plan area with larger regional objectives to build housing and commercial uses adjacent to metro transit stations throughout the Los Angeles basin.
- Promote compact, pedestrian-friendly Transit Oriented Development (T.O.D.) around the Metrolink Station.
- Integrate the proposed East San Fernando Valley Transportation Corridor transit initiatives.
- Improve access to Downtown San Fernando and the Metrolink Station, and to better connect Downtown, the Civic Center, and nearby neighborhoods to the Metrolink Station.

To help guide the process, a Development Advisory Committee (DAC) comprised of City Councilmembers, Transportation and Safety and Planning and Preservation commissioners, property owners, business representatives, and residents was formed to:

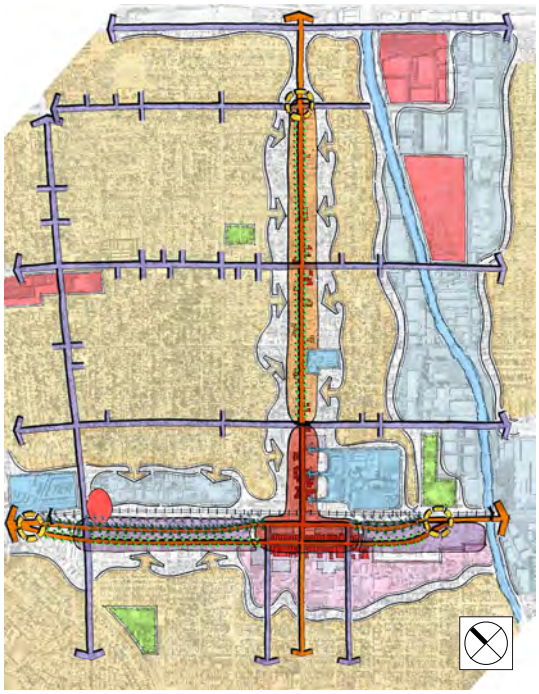
- Identify the strengths, weaknesses, opportunities, and constraints of San Fernando and the Planning Area.
- Craft a vision for the Planning Area in terms of appropriate building types, heights, and land uses and street design strategies that generate a more pedestrian-friendly environment that also accommodates the transit initiatives proposed by Metro as part of the East San Fernando Valley Transit Corridor Study, while continuing to accommodate cars.
- Identify suitable areas for transit oriented infill development within the Planning Area.
- Provide input on the modifications to the Specific Plan.

On September 30, 2014, the DAC held the first meeting. The purpose of the meeting was for the City and the consultant to introduce the DAC to the project and get their initial input on the scope and approach to the project.

On November 12, 2014, the DAC held the second meeting. The consultant described some initial ideas for introducing transit oriented development around the Metrolink Station and how San Fernando Road, Truman Street, First Street, and Second Street, and the development along these corridors, could change over time.

On November 19, 2014, the City hosted the first of two community meetings with the purpose of introducing the project and the proposed project area, the historic setting, and the planning background; to describe what Transit Oriented Development is; to explain the relationship of the East San Fernando Transportation Corridor project; and to provide some initial ideas for how San Fernando Road, Truman Street, First Street, and Second Street could change over time. Twenty three people attended the first meeting that included a presentation by the consultant and followed up with a question and answer session. Community comments included:

- Downtown should be a place where San Fernando residents and workers can shop, dine, and be entertained, instead of having to go to other cities.



The Revitalization Strategy for the Corridors.

Gateway features to set the stage for redevelopment along the City's corridors.

- Downtown San Fernando is a historic town that can serve as a "Main Street" to surrounding communities that do not have a downtown.

- Supportive of the idea of mixed-use development, provided there is a height limit.

- Build on San Fernando's historic assets. Historically – from the early 1900's onward – San Fernando had multi-story, mixed-use buildings. New buildings should follow in the footsteps of these historic precedents.

- Accommodate the existing business within the project area – especially the existing light industrial uses.

- San Fernando is a bedroom community. New development should be mindful of its single family neighborhoods.

- Create a plan that takes full advantage of the proposed transit improvements and that minimizes any negative impacts.

On January 14, 2015, the DAC held a meeting to review the work to date in preparation for the second community meeting. The presentation included the preliminary zoning map, the key attributes of each proposed zone, and potential street and streetscape improvements for key streets within the Planning Area.

On, January 21, 2015, the City hosted the second community meeting to present a preliminary zoning map, to describe the key attributes and proposed modifications to each zone, and to show potential street and streetscape improvements for San Fernando Road, Truman Street, and First Street. Community comments included:

- Introducing multi-family residential near transit will attract people who want to live near transit, use transit, and rely less on their car.

- Recommend lower parking requirements for housing that is located near transit.

- Would like to be able to walk to stores and restaurants in Downtown.

- Do not force out light industrial or create conditions whereby existing light industrial businesses are perceived as blight.

- Do not like scale and magnitude of building that is occurring in some other cities in the region. New buildings should be of the scale and character of San Fernando.

- Would like to see more restaurants and entertainment venues – such as a movie theater, a performing arts center, a bowling alley, a skating rink or karaoke venues – in San Fernando.

- Concerns about traffic congestion along Truman Street, Hubbard Avenue, and Second Street and the effects of more development is introduced?

- Support on-street parking, but avoid angled parking along Truman Street.

- Concern about spillover parking into adjacent residential neighborhoods.

On June 17, 2015, a fourth DAC meeting was held. The consultant presented the latest iteration of the specific plan amendment, including the proposed zoning map and zone parameters, the proposed street designs, and the proposed development potential. Over 30 members of the public also attended this meeting. Pertinent comments during the meeting included:

- Would like to see more stores and less apartments, especially low-income apartments. San Fernando should continue to develop as a quaint residential community. Small town character is San Fernando's character. San Fernando can still be walkable without increasing the density. The community is frustrated with recently built, higher density projects.

- The sewer system is currently over capacity. New development should not occur until the sewer system is upgraded.

- Do not drive away or outlaw First Street businesses. Concern that existing light industrial uses (currently zoned "M-2") along south side of First Street will no longer be allowed. San Fernando is currently a great place for business since taxes are low and it is great place for employees to live.

- New development along First Street needs to be mindful of existing M-2 uses. Concerned that new residents in new residential buildings will conflict with existing industrial businesses

- Make First Street more comfortable for pedestrians walking from the Metrolink Station to City Hall and Maclay Avenue. Since the improvements along Maclay Avenue have been introduced, more people are walking to and along Maclay and patronizing businesses.

Adjustments were made to the Plan, including a reduction in the number of units, a reduction in the maximum allowed densities in the Mixed-Use Transition and City Center Sub-Districts, and a reduction in the size of the highest density Sub-District, the City Center Sub-District. The revised plan was then taken before the Planning and Preservation Commission meeting August 4, 2015 where some of the Commissioners and the majority of community members still believed that the plan had not gone far enough to reduce the number of allowed residential units or to adequately accommodate existing and future light industrial uses.

Accordingly, the project team met with community members and stakeholders over the following weeks to refine the plan to meet community objectives, while abiding with the City's and Metro's goals of introducing transit-supportive development near the Metrolink station and Metro's existing and future stops. The revised plan was presented to the Planning and Preservation Commission on October 6, 2015 for their review and approval prior to preparation of the Environmental Impact Report.

DOCUMENT ORGANIZATION

Legal Application

The *San Fernando Corridors Specific Plan* is both an implementation and a policy document, in that it is intended both as a strategy for change and as regulatory policy to guide and govern future development along the corridors. It publicly states the community's goals, objectives and expectations for the corridors, and details the proposed land uses, capital and infrastructure improvements, standards for development and design, and implementation measures that will achieve these goals.

Under the legal authorization of Article 8 of the *California Government Code* (Sections 65450 - 65457), this specific plan, upon adoption, will become the primary means of regulating and directing land use planning and development within the corridors. The development standards and design guidelines in this specific plan will replace other policy governing the corridors, including those contained in the *San Fernando Zoning Ordinance*. However, any aspects of new development or redevelopment not covered in the specific plan must conform to the regulations of the *San Fernando Zoning Ordinance* (City Code Chapter 106) or other pertinent City regulations.

Document Chapters

In addition to this Orientation Chapter, the specific plan contains the following elements:

- *Existing Conditions* – Chapter 2 provides an overview of the existing conditions along the Maclay, Truman, San Fernando Road and First Street corridors at the time of the plan's drafting. It documents the corridor's development context in terms of the City of San Fernando and its community, and the economic and physical conditions of the corridor. These conditions provide the basis for the recommendations that follow.
- *Revitalization Strategy* – Chapter 3 presents the recommendations that will lead to the revitalization of the Maclay, Truman, San Fernando Road, and First Street corridors. The directions it contains are a direct result of the objectives established by the community, and provide the goals, objectives, and strategies that will achieve the goal of revitalization.
- *Land Use Framework and Urban Design Principles* – Chapter 4 contains the overall principles that structure the plan and its policies. It translates the community's vision for the corridors into a series of policies to direct change along the corridors.
- *Land Use Policies for the Districts* – Chapter 5 contains the policies to be applied to properties in the specific plan area, organized by district. These polices consist of development standards, which are mandatory requirements directing use, intensity and development structure, and design guidelines, which are guidelines to shape buildings, landscapes and signage that are of the character and quality demanded by the community.
- *Capital Improvements* – Chapter 6 describes the capital improvements that are integral to the envisioned future of the San Fernando Corridors. These capital improvements, including streetscape improvements, architectural landmarks and gateway features, will set the stage for revitalization of the San Fernando Corridors.
- *Circulation Plan* – Chapter 7 looks at the major components of public and private transportation in the study area. It outlines the existing transportation conditions of the corridors, projects future conditions as change occurs, and addresses improvements and modifications that will be necessary in the specific plan area.

- *Utilities and Infrastructure Plan* – Chapter 8 describes the impacts to the sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses described in the plan. Based on these impacts, objectives and policies for improvements to the existing facilities are provided.
- *Implementation* – Chapter 9 lists the public actions that are a critical aspect of the community's vision for the corridors. It describes the key steps needed to implement the specific plan, such as capital improvements, streetscapes, gateways, catalyst projects and other programs that will spur revitalization efforts. It also contains a statement as to the financing measures that will be necessary to carry out this specific plan.
- *Project Participants* – This list of acknowledgments presents all the members of the City organization, consultants team, and all others who were involved in the drafting of this document.

CHAPTER TWO:
EXISTING CONDITIONS

This chapter provides an overview of the existing conditions along the Maclay, Truman, and San Fernando Road, corridors at the time of the plan's initial drafting (August 2003). Existing conditions – including those along First Street and Second Street - were studied at the start of the specific plan amendment process in April 2015. This chapter describes the physical and structural conditions of the corridors that have formed the basis of the recommendations of the plan. Should conditions along the corridors change to a degree that the plan no longer applies, the City of Fernando may need to revisit both the strategies and the policies of the plan.

REGIONAL CONTEXT

The City of San Fernando is located in the northeast section of the San Fernando Valley (also referred to as the North-East Valley) at the southern foot of the San Gabriel mountain range. It encompasses an area of 2.4 square miles and is completely surrounded by the City of Los Angeles. The Santa Susana Mountains to the northwest partly divide the valley from the City of Santa Clarita. To the south, the Santa Monica Mountains separate the Valley area from the Los Angeles Basin. Adjacent communities within the City of Los Angeles include Sylmar, Mission Hills, and Pacoima. Nearby prominent town centers of interest apart from Los Angeles include downtown Burbank (11 miles southeast on I-5) and Valencia Town Center in Santa Clarita (14 miles northwest on I-5).

San Fernando is served by several major freeway corridors. Interstate 5 that runs just to the west of the city, serves as the state's main north/south route and is the primary route between the valley and downtown Los Angeles. Interstate 405 divides from Interstate 5 just south of the city and links southward towards Santa Monica and the Los Angeles International Airport. Interstate 210, which passes the city to its north and east, connects the valley with Pasadena to the east. State Highway 118, which runs to the east of the city, connects the valley with Ventura and other cities to its west.

The city is also served by the Antelope Valley line of the Metrolink regional rail system, which links north to Lancaster and south to Union Station and its connections to Amtrak and the Metro system in downtown Los Angeles. The Sylmar/San Fernando Metrolink Station (the "Metrolink Station") lies just northwest of the city boundary next to San Fernando Road. A locally serving Greyhound bus station is located at the southern border of the city, in the City of Los Angeles on Rinaldi Street. The nearest commercial airport is Bob Hope Airport (10 miles southeast on I-5). The Van Nuys Airport (8 miles south on I-405) and Whiteman Airport (3 miles south of the S-118) also provide general aviation services.

Metrolink rail and bus transit connections in San Fernando.

San Fernando is served by a number of Metro bus routes that connect the city to a variety of local and regional destinations. Within the city limits, Truman Street is served by metro bus routes 94, 394, and 561. Maclay Avenue is served by local metro bus routes 94 and 224 and express metro transit routes 734 and 794. Maclay Avenue is also served by route 234, which connects to Sepulveda Boulevard via Brand Boulevard. Routes 230 and 239 connect north from San Fernando Mission Boulevard through Truman Street to the Metrolink Station. Glenoaks is served by route 292. All of these cited routes stop at the Metrolink Station, except routes 234 and 292.

At the time of this plan amendment's initial drafting (April 2015), Metro was conducting a study to improve transit service in the 11-mile East San Fernando Valley Transit Corridor, running from the Sylmar/San Fernando Metrolink Station to Van Nuys Station, along San Fernando Road and Truman Street. The project identified multiple potential transit alternatives for the corridor including: bus rapid transit (BRT), a modern street car (tram), or light rail (LRT).

Finally, the San Fernando trolley offers daily service, stopping at 28 locations throughout the City, including at several stops within the Specific Plan Area.

A Metro bus stop.

The Sylmar / San Fernando Metrolink rail station.

San Fernando Road during the late 1950s.

BRIEF HISTORY

In 1874 San Fernando became "the first city of the valley" when Charles Maclay laid out a speculative township map for the "City of San Fernando." In the early days of the valley, most of the settlements in the region were agriculturally based and centered on the citrus industry. San Fernando served as a regional downtown for the area during this time. Two years later, the Southern Pacific Railroad linked San Fernando with Los Angeles and thus San Francisco and the rest of the nation. This increased access to the area and made it a more viable place to live, subsequently driving up land values. The City of San Fernando was incorporated as in independent municipality in 1911. The demand for urban growth that followed in the mid-twentieth century effectively eliminated the citrus industry. As Los Angeles grew and developed, the areas surrounding San Fernando were annexed into the City of Los Angeles to obtain access to water and services. However, San Fernando was able to maintain its independence due to its own deep well water supply. It remains today one of the few U.S. cities to be completely surrounded by another city. The San Fernando Valley as a whole experienced rapid growth following World War II, filling in much of the remaining unbuilt land by the 1970's and 80's. The city experienced social growing pains as its population transitioned from an Anglo to a Latino majority. It was struck by powerful earthquakes in 1971 and 1994 that damaged much of its historic architecture. Today, the city is largely built

A Mission-style home typical of San Fernando's neighborhoods.

Library Plaza in the historic City Center provides an inviting outdoor space to dine.

Existing conditions on the corridors today.

out. Like its neighboring San Fernando Valley communities, it faces new Twenty-First Century challenges in strengthening and maintaining a high quality of life in an "urban village" setting.

COMMUNITY

San Fernando prides itself as being a unique, independent city within the sprawling metropolis of Los Angeles County. This autonomy is valued by existing residents and businesses who enjoy good access to decision makers, attentive city services, and in particular, rapid police response times. Because of the latter, the community is perceived as safer than surrounding areas. Residents are proud of their downtown, one of the few walkable community centers in the region, and of the pleasant single-family neighborhoods that speak of a family-oriented community. A trend of restoration of older and historic homes in neighborhoods around the city has become noticeable, and an attractive Mission-styled library and attached shops have opened along Maclay Avenue in the historic City Center. All of these factors contribute to a unique "small-town" character of San Fernando that is attractive to would-be residents and businesses.

San Fernando lies at the heart of a largely Latino area in the San Fernando Valley, consisting of an overall population of over 200,000 native Spanish speakers spread over a number of communities. Per the 2010 United State Census, the city itself has a population of 23,645 residents, and almost 93% of these residents are of Latino origin (i.e., of Mexican, Puerto Rican, Cuban, Central or South American, or of other Spanish - speaking cultures or origins), compared to less than 50% in Los Angeles County. The Latino population of San Fernando includes recent immigrants as well as families of many generations' residence. More recently, a "new generation" of young professionals have returned home to the city after college to settle and raise their families. This most recent group is largely responsible for increases in income that have outpaced Los Angeles County over the last decade. The spread of cultural experiences and economic resources among this range of groups has led to an expanding variety of aspirations, tastes, and lifestyle choices.

ECONOMIC CONDITIONS

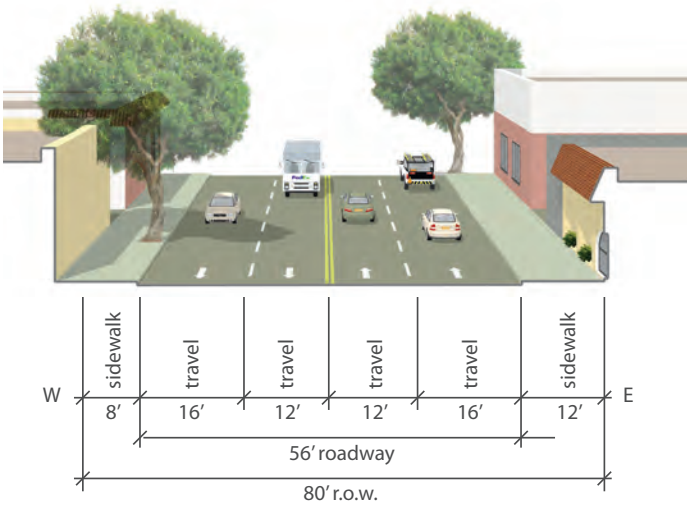
As of this writing, in the summer of 2015, the housing stock of the city is primarily single-family homes, accounting for over three-quarters of the total housing in San Fernando. By contrast, in Los Angeles County, single-family homes account for approximately half of all units. More of San Fernando's housing is owner-occupied (52%) than in the County (45%), and prices are lower in San Fernando than in the county. However, while existing stock is primarily single family, as part

of a greater trend towards densification and market demand for multifamily rentals generated from the contractions of the housing finance market in the wake of the 2008 financial crisis, development of multifamily projects are becoming increasingly more popular throughout the Los Angeles area. In addition, the presence of transit connections within the city are also likely to be supportive of an increasing demand for multi-unit residential development

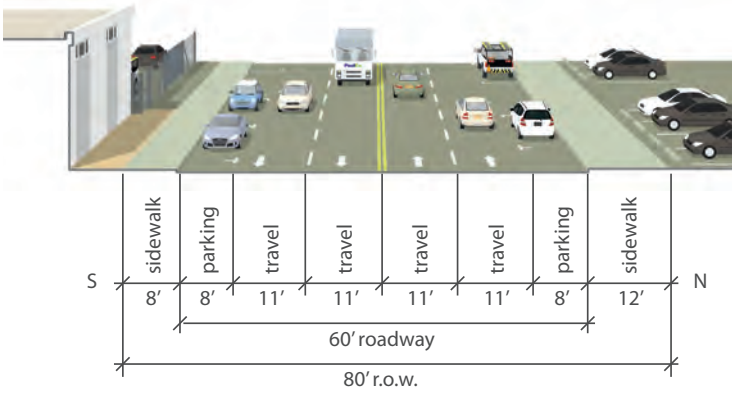
In terms of the office market, the San Fernando Valley submarket, which contains the City of San Fernando, currently has an 18.1% vacancy rate in office space. Despite these high vacancy rates, absorption has been positive with almost 90,000 square feet absorbed during the first two quarters of 2014. The East San Fernando Valley also has the highest average asking lease rate in the broader market area. As the economy improves and the overall unemployment rate in Los Angeles County begins to decline, the San Fernando Valley is likely to see continued increases in absorption and demand for office. At present, these rates are below replacement cost and as a result development pressure is unlikely to emerge in the near future.

In terms of the industrial market, the East San Fernando Valley submarket has an extremely tight vacancy rate of just over 2%. The market has seen positive net absorption through the first half of 2014 of nearly 320,000 sq. ft. with average leasing rates of $0.62 per sq. ft. This creates market conditions where rents are above replacement costs. As a result, current rents are likely to generate increased development demand where opportunities for industrial development exist. At present, there are just under 60,000 sq. ft. of new industrial development under construction within the submarket. Demand for industrial land in the Northeast San Fernando Valley is likely to be sustainable into the intermediate future.

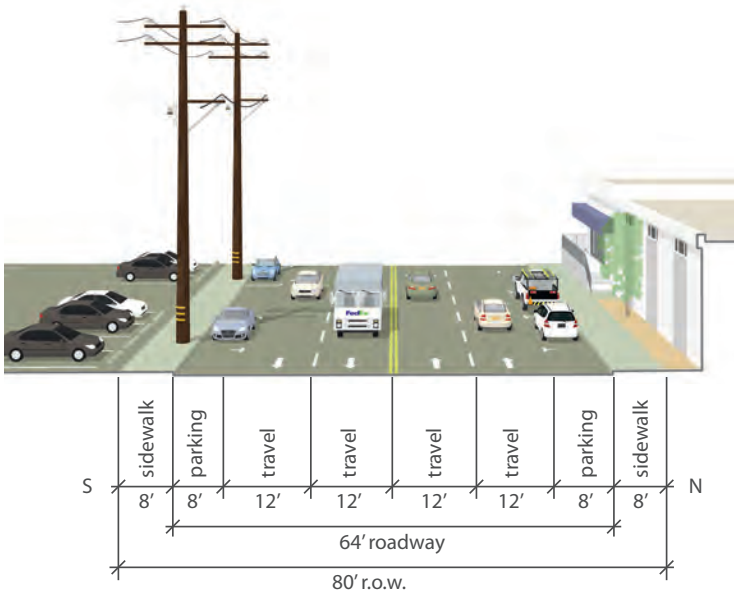
Many retail establishments in San Fernando primarily serve the regional demands of the recent immigrant market. This market area includes the surrounding communities of Sylmar, Mission Hills, Pacoima, Sun Valley, Granada Hills, North Hollywood and Northridge. Other retail establishments serve the local convenience market at large. Retail sales throughout the city are strong, and San Fernando has the lowest retail vacancy rates in Los Angeles County. But while many of the businesses are financially successful, the overall mix does not serve the city's full range of residents and lifestyle tastes. There are few retail establishments and a lack of diversification of said retailers that cater to local residents, and a very limited amount of restaurants and entertainment venues for the community to patronize. The absence of substantial nightlife in San Fernando is a pressing issue, as many residents with expendable income travel well outside the city to find evening entertainment. This results in a significant amount of lost restaurant and retail expenditures.



Maclay Avenue between Truman Street and San Fernando Road - existing street section.

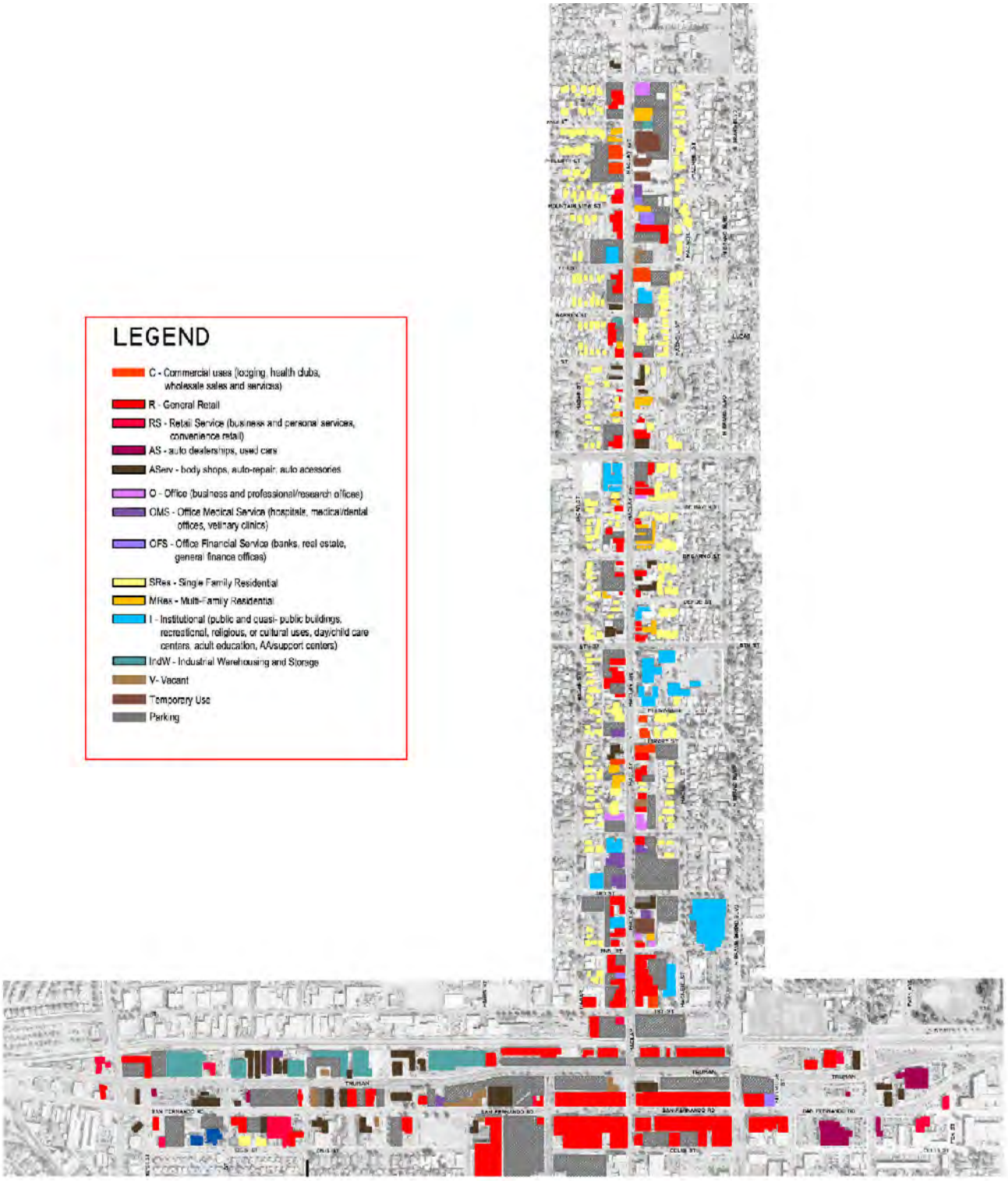


San Fernando Road - existing street section.



Truman Street - existing street section.

EXISTING DEVELOPMENT

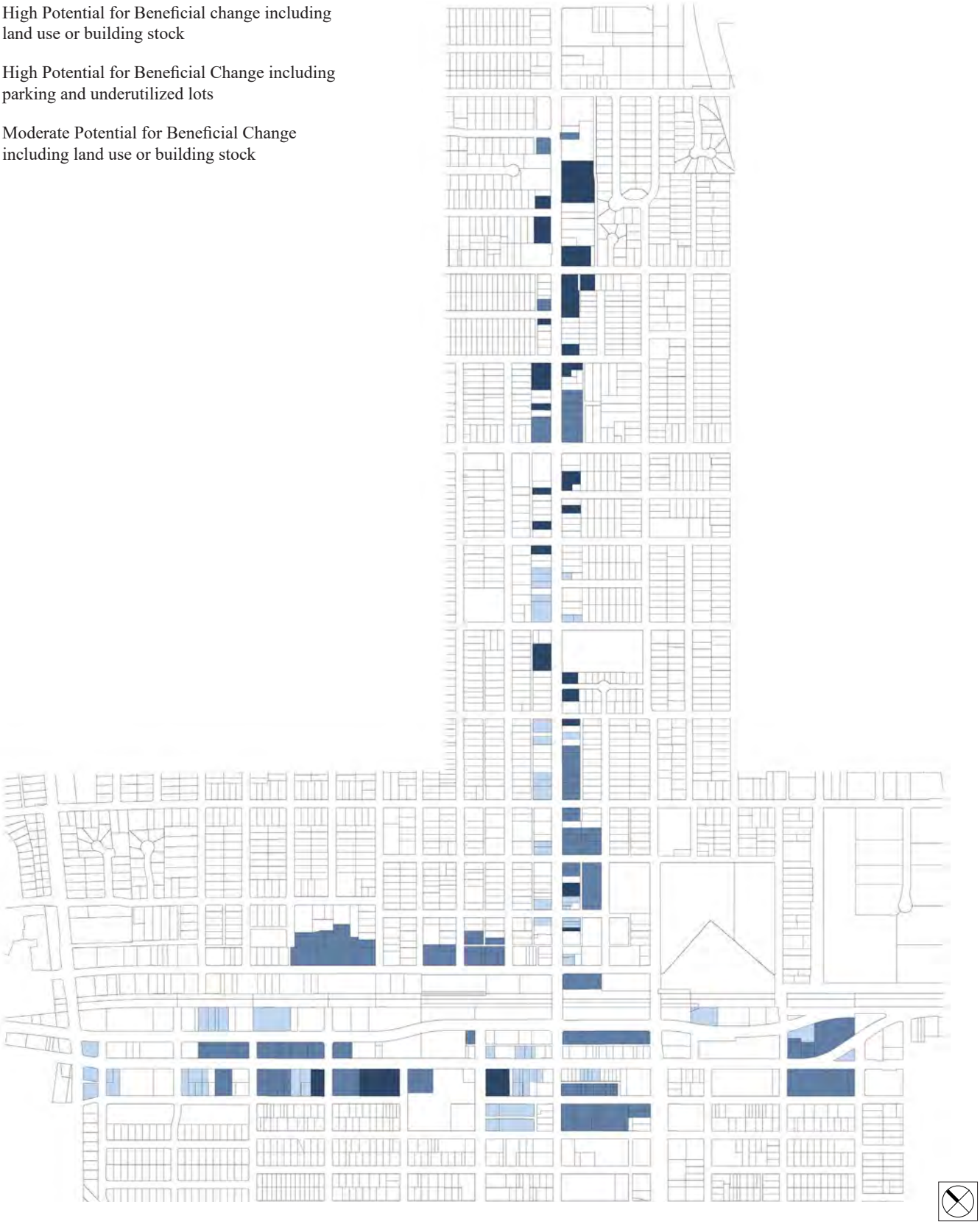


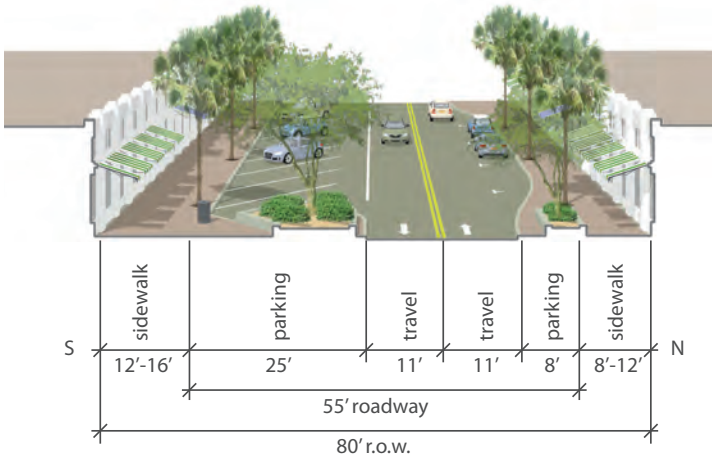
OPPORTUNITIES FOR CHANGE

High Potential for Beneficial change including land use or building stock

High Potential for Beneficial Change including parking and underutilized lots

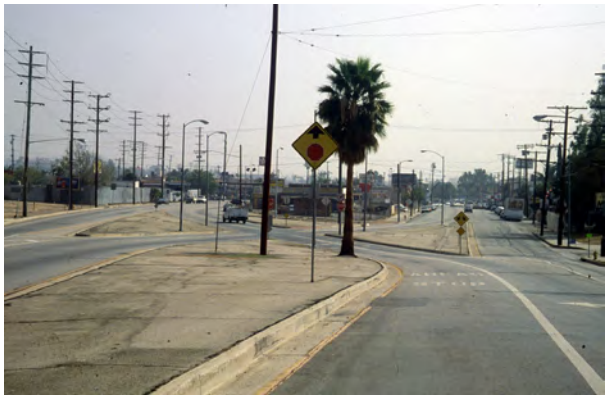
Moderate Potential for Beneficial Change including land use or building stock





The San Fernando Mall - existing street section.

The eastern gateway at the intersection of San Fernando Road and Truman Street.



The western gateway along San Fernando Road.

THE CORRIDORS

The Maclay, Truman, and San Fernando Road corridors form the transportation framework of the city as its most public and traveled thoroughfares. Maclay Avenue is the city's primary north-south thoroughfare, intersecting with Interstate 210 just outside the northern border of the city. The portion within the specific plan area is approximately 1.4 miles long, has a right-of-way width of 80 feet. Between 4th Street and 7th Street and south of 1st Street, Maclay Avenue typically has four lanes total - two dedicated travel lanes and two combination travel/parallel parking lanes, while between 1st Street and 4th Street it has one lane in each direction with perpendicular parking on the west side of the street and parallel parking along the east side. North of 7th Street, Maclay Avenue consists of a southbound travel lane plus a combination travel/parallel lane and a single northbound combination travel/parking lane. It is crossed at its midpoint by Glenoaks Boulevard, a major east-west corridor through the city, and it crosses the Truman/ San Fernando corridors just south of the center of the city.

Truman Street and San Fernando Road are the main east-west corridors through the city, running parallel to each other and one block apart for most of the city's length, and merging at the eastern and western city boundaries. They run parallel to Interstate 5 and eventually connect to it to the east and west of the city. Truman Street is just over a mile long, has a right-of-way width of 80 feet and typically has 5 travel lanes and intermittent curbside parking. The portion of San Fernando Road within the specific plan area is just over a mile long, has a right of way width of 80 feet and typically has five lanes total - three travel lanes with two combined travel/parallel parking lanes. The San Fernando Mall maintains the same public street right-of-way but has only two travel lanes with angled and parallel curbside parking on opposite sides of the street.

There are four major entrances to the city that lead directly to these corridors, forming defacto "gateways" to the city: the northern entrance on Maclay Avenue, the southern entrance along Brand and San Fernando Mission Boulevards (after descending from I-5 off-ramps), and points of arrival at the eastern and western ends along San Fernando Road and Truman Street.

The northern "gateway" is marked by a gateway structure that crosses over Maclay Avenue at 8th Street. The southern gateway along San Fernando Mission Boulevard is unmarked by special design treatments or gateway architecture but its arrival via Highway 118 makes its presence more apparent to arriving visitors.

The eastern gateway at the junction of San Fernando Road and Truman Street is actually located in the City

of Los Angeles. It announces one's entrance to San Fernando with a low adobe-styled wall with signage reading "The City of San Fernando - Historic and Visionary" set amidst lush landscaping. While this monument sign effectively announces a point of entry to the city, as it stands at the "fork" in the road dividing Truman Street and San Fernando Road, it does not distinguish between the two corridors or direct visitors to the San Fernando Mall or other destinations within the city.

A similar potential western gateway location at the counterpart "fork" at San Fernando Road and Truman Street is also located in the City of Los Angeles, just outside the city boundary. It lies amidst a barren urban landscape characterized by vacant lots, asphalt, and concrete traffic islands, and is not an appealing image for the western entrance to San Fernando. The actual western city boundary crosses Truman Street and San Fernando Road several buildings to the west of Hubbard Street and is not physically discernible other than the presence of a city boundary sign.

The discussion that follows will cover the existing zoning on each of the corridors, as well as the development pattern and physical conditions of each street at the time of the amending of this plan. Because each street's spatial characteristics are essential to understanding the physical conditions of the corridor, they are analyzed in detail. Design factors such as where buildings are sited relative to the street and sidewalk; elements such as landscaping, lighting, and street furniture; and the articulation and number of openings on building facades all influence the quality of the street and their "sense of place." These in turn condition the corridors as settings for economic and community activity, and are discussed below.

Maclay Avenue

Along the entire length of Maclay Avenue the zoning prior to the adoption of this plan was "General Commercial". This corridor contains a wide range of land uses including single- and multi-family homes, retail, office, and civic institutions such as libraries, churches, and public schools. Stable single-family neighborhoods abut the previously commercial zoning of the corridor on the east and west. The existence of residential structures here and there along the corridor indicates that previous zoning was not exclusively commercial, but instead concentrated uses into commercial pockets like in the downtown. Many of these nonconforming residences, including some particularly vulnerable single-family homes, are side by side with newer retail and service structures. Some of the pre-existing homes have transitioned to commercial uses. The uncomfortable relationship of many remaining single family homes with their new, busier neighbors is evidenced by high fences

Residential development along Maclay Avenue.

A mix of housing and commercial uses along Maclay Avenue.

erected at the property lines that attempt to keep the traffic and commercial activity of Maclay Avenue at bay. Existing multi-family residences share a similarly awkward relationship with adjacent commercial uses and the corridor. They generally orient away from the street and do not become a significant presence on Maclay Avenue. Multi-family housing can have an attractive and appropriate presence on a corridor street with the right design relationships, such as a comfortable setback from the street, suitable streetscaping, and an appropriate height in relation to the corridor width.

Between First and Fourth streets, the City Center maintains a mostly consistent frontage of retail uses, but underutilized buildings are common and rents are generally low. Due in part to the prevalence of underutilized properties, Maclay Avenue has become the site of some new investment in recent years. Emphasis has recently shifted to this historic corridor perhaps because of its potential for infill development, its proximity to civic uses, and its lesser legacy of old industrial properties (the latter in comparison with western Truman Street). The prevalence of underutilized properties at Truman's western end presents opportunities to further create positive infill development. Two new developments, both located in the downtown area, demonstrate this new investment. The completed Library Plaza development is a mixed-use project that includes a offices, restaurants, fast food establishments, a coffee shop and the locally serving L.A. County Public Library. The renovated, former Salvation and Social Security buildings at 110 and 120 North Maclay Avenue offer high quality retail and office spaces. These projects have begun to improve the retail and dining choices for residents of San Fernando. The Library Plaza in particular has been embraced by residents of all ages and exemplifies stylistically compatible architectural qualities desired by the community that can be incorporated into new development.

Just east of Maclay Avenue along Macneil Street lies the city's Civic Center. Despite their close proximity to the Maclay corridor, this series of civic buildings currently has a weak connection with the public realm of Maclay Avenue. There are no visual cues in the streetscapes of connecting streets that signal the presence of the adjacent Civic Center.

San Fernando Road

At its western end, San Fernando Road was previously zoned "Commercial" (C-2). It borders single and multi-family residential zoning northeast of Celis Street. It is an area characterized by automobile service centers, offices and used car dealerships. The prevalence of display lots and customer parking areas creates a challenging spatial condition. With the relative scarcity of buildings on the slender block between the San Fernando and

Library Plaza development on Maclay Avenue.

Gateway sign announcing the San Fernando Mall

Pedestrian activity at the San Fernando Mall.

Truman Corridors, a broad expanse of paving hundreds of feet wide between buildings is often created. Existing buildings fail to create a "street wall" to enclose the San Fernando Road corridor, due to the inconsistency of their frontages. Underutilized and vacant buildings and sites are common here and increase towards the west. While they are not attractive, they present potential opportunities for infill development.

The San Fernando Mall, located between San Fernando Mission and Brand Boulevards, was zoned "Limited Commercial" prior to the adoption of this specific plan. It is fully occupied with retail and entertainment uses housed in contiguous storefront buildings on both sides of the street. The Mall's consistent street walls of retail buildings are sited directly at the back of generous sidewalks with landscaping and street furniture in front. These give a strong sense of enclosure to the street.

Together with the presence of people and activity, the combination results in a pedestrian-friendly place. The street "room" of the Mall feels narrower than the seemingly wider Maclay Avenue and Truman Street corridors, though they all actually have the same right-of-way width. Signage is festive but inconsistencies in style, size, and materials result in a somewhat irregular appearance. The architectural composition and ornamentation of facades and walls within the Mall is unremarkable but again the consistent street wall and landscaping create a pleasant atmosphere not found elsewhere in the city. The Mall stands as a welcome contrast to the bland auto-oriented strip development typical to corridors in the region. The San Fernando Mall has historically been a very successful as an ethnic retail center. After the economic downturn of late 2000s, the San Fernando Mall is poised to see a resurgence in new retail and service commercial uses as well as restaurants. Historically, the street atmosphere has been vibrant: street vendors sell favorite snacks out of carts while merchandise is displayed on the sidewalk. Families and individuals of all ages can be seen shopping and socializing, making full use of the street's pedestrian amenities. City revitalization strategies are making efforts to build on the Mall's resurgence and growing commercial success, including streetscape improvements, but future growth is limited simply because the mall is built out - there are few vacant buildings for major anchor uses or even new small-scale retailers.

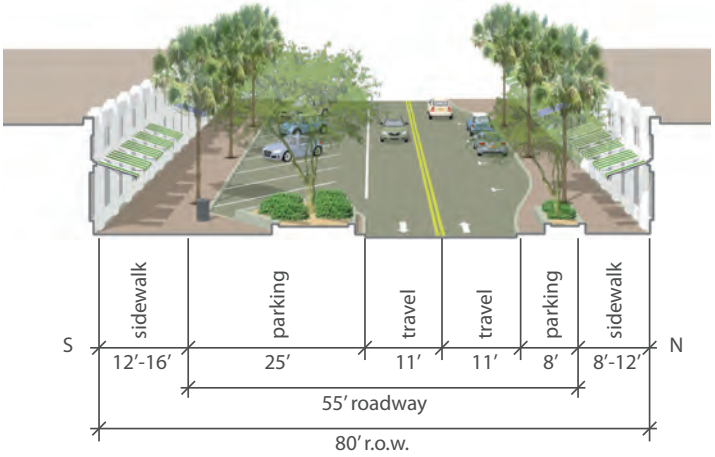
Immediately east of the Mall, San Fernando Road was zoned "Service Commercial" prior to the adoption of this specific plan. It is part of the city's auto center that extends to the city's eastern border. Substantial landscaping and lighting, similar to that which exists along Truman within this area, have created an improved streetscape environment that is inviting to pedestrians and motorists alike.

A street vendor on the San Fernando Mall.

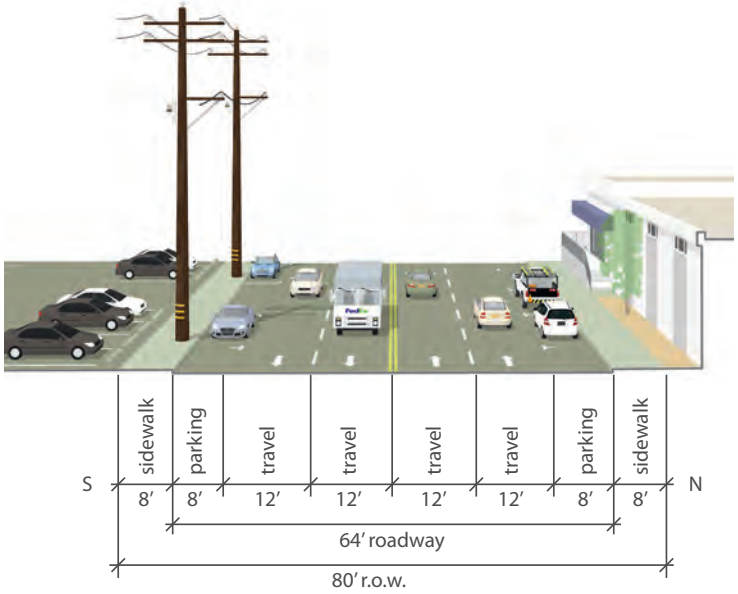
Light industrial development on Truman Street.

Pedestrian activity at the San Fernando Mall.

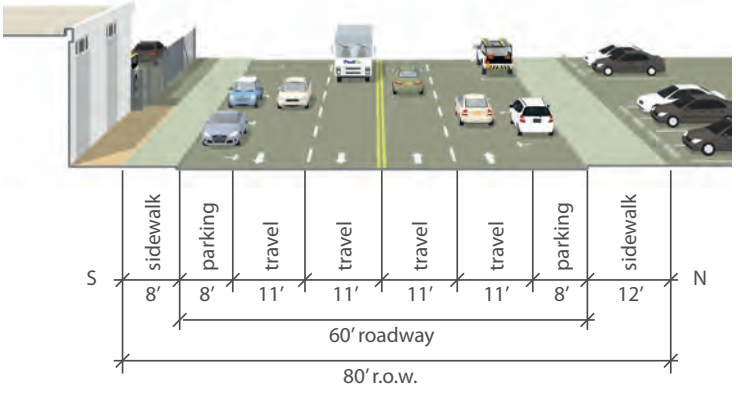
EXISTING STREETSCAPES - DOWNTOWN DISTRICT



The San Fernando Mall - existing street section.



Truman Street - existing street section.



San Fernando Road west of San Fernando Mission Boulevard - existing street section.

Backs of retail buildings and parking lots face Truman Street.

The spatial gap created by the railroad tracks on Maclay Avenue.

Auto dealerships on San Fernando Road.

Truman Street

Truman Street can be characterized as having three distinct areas: the area west of Mission Boulevard, the area between Brand and San Fernando Mission Boulevards, and the portion east of Brand Boulevard. West of San Fernando Mission Boulevard, the western portion of Truman was zoned "Light Industrial" prior to the adoption of this specific plan. It is bordered by the train tracks to the north. Its uses are dominated by warehouse and manufacturing uses, and a number of auto servicing uses located near the western city limit. Truman Street is well suited to accommodate the circulation demands of its current industrial zoning. Its capacity and access facilitate the movement of large trucks through generous travel lanes and convenient access to regional circulation systems. However, typical industrial site design characteristics that characterize Truman's fronting developments such as sparse landscaping and chain link security fences do not create a pedestrian-friendly look. Sidewalk paving conditions are also challenging, with numerous curb cuts and a minimal separation between pedestrians and automobile traffic.

At the intersection of San Fernando Mission Boulevard, the section of Truman Street between Workman Street and Maclay Avenue was zoned "Commercial" prior to the adoption of this plan. Most uses are typical to suburban retail strip development, and are characterized by expanses of parking and asphalt. On the north side of the street, one story strip retail development is set back with surface parking in front. On the south side of the street, a single depth of parcels separates Truman Street from San Fernando Road. Most development on these parcels orients toward San Fernando Road, presenting the unadorned rear facade of the San Fernando Mall and of other buildings. The sidewalk is narrow and is frequently infringed upon by bus stops that occupy a significant portion of the public right-of-way, or by the occasional car that juts out past its stall on a private parking lot.

At the key intersection of Truman Street and Maclay Avenue and close to the geographic center of the city, the combination of wide streets and wide intersection space, a major train track crossing, surface parking lots, weak building enclosure, and minimal landscaping creates a spatial gap, a kind of no-man's land. This gap acts as a divider between the north and south portions of the Maclay Avenue corridor. There is little indication of any connection, visual, pedestrian or otherwise, between the San Fernando Mall to the south and the City Center and civic uses to the north. These two major community activity centers are geographically close but feel strongly separate. As a visitor, one has arrived at the crossroads of the city, but there is arguably no "there"there.

The portion of Truman Street to the east of Maclay Avenue was also zoned "Commercial" prior to the adoption to this plan and is characterized by the auto mall that approaches the city boundary. It is the center of the city's auto dealerships as well as other auto-oriented service and repair uses. Some of the dealership buildings are new, and recent capital improvements have been made to public streets including new street trees and street lighting, new paving, and improved site landscaping. They define the area as a place oriented towards auto-sales, with a strongly recognizable character.

First Street

First Street connects the Metrolink Station with Maclay Avenue's "Main Street" commercial offerings and then neighboring Civic Center. It is bordered to the south by the train tracks and to the north by parcels zoned for multi-family housing (R-3), but currently occupied by single-family houses and one- and two-story, small-scale multi-family buildings. First Street, zoned "Limited Industrial" (M-1) and "Light Industrial" (M-2), is lined primarily by warehouses and other industrial uses, as well as a number of auto body and repair shops. Narrow sidewalks, interrupted along the south side by power poles, sparse landscaping, chain link security fences, and poor lighting create a pedestrian-friendly environment that is so critical for encouraging pedestrians and cyclists to walk and bike to the Metrolink Station from Maclay Avenue, the Civic Center, and the adjacent residential neighborhoods. There are also a couple of large, vacant parcels along the north side of First Street between Harps Street and Alexander Street and at Harding Street that offer prime opportunities for infill development.

ARCHITECTURAL CHARACTER

San Fernando's historic architecture is a source of pride for the city's residents and helps set the city apart from other communities in the San Fernando Valley. Much of the desirable character of San Fernando is derived from the San Fernando Mission, founded in 1797. Located just outside the city limits, the Mission's historical significance to the valley and distinct architectural forms provide a foundation for architectural expressions within the city. Other notable buildings that are located within the city which further contribute to San Fernando's architectural character include the Lopez Adobe, the classically inspired Morningside Elementary School, and the historic Post Office. In addition to the Mission Revival style, other prevalent styles such as Spanish Colonial Revival, Mediterranean and Monterey have influenced various buildings in the city. Some of the shared characteristics of these styles include light-colored stucco walls, red barrel-tiled roofs, arched and small accent window openings, clay tile pavers, dark woodwork, and wrought iron style ornamental accents.

Morningside Elementary School on Maclay Avenue.

Unarticulated building facades along the San Fernando Mall.

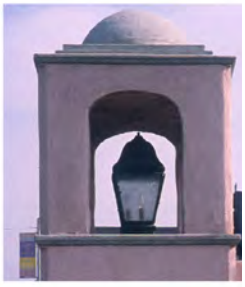
DESIGN CONTEXT

















In 1971 a devastating earthquake damaged and destroyed a substantial number of historic buildings that had contributed significantly to the city's character. Post-earthquake repair projects and new building construction that did not or could not reproduce historic details, materials, and craft quality resulted in bland buildings with little stylistic relation to the city and region. The unarticulated facades of many of the San Fernando Mall's storefronts are an example of this. The scale of the buildings is appropriate and the clustered shopfronts have a variety and charming rhythm that is missing in typical strip malls and power centers, but the actual buildings lack quality details and ornament. Other new buildings in the decade following the earthquake were inspired by the Mission Revival period, incorporating elements such as ornamental parapets. However, the craftsmanship inherent to the style, often represented by decorative ironwork and timber woodwork and molding treatment, are often missing.

Recent architectural efforts have been more successful in that they have begun to interpret the Mission style in a more diverse and creative manner. The Library Plaza development at the corner of Fourth Street and Maclay Avenue exemplifies many of these elements. An arcade and central courtyard recall the principal elements of the San Fernando Mission. The architecture embodies typical Mission style elements such as a corner tower, red barrel tile roofs, and the use of timber woodwork and decorative ironwork.

Other architectural influences present in San Fernando include Craftsman, Bungalow, Beaux-Arts, Art Deco and Victorian styles. These architectural styles also flourished at the turn of the century primarily in residential buildings, with a few commercial and public buildings showing the characteristics of these styles as well. Together with the Mission Revival influenced houses, these styles provide the character for the many San Fernando neighborhoods. Some of the best examples of these styles are found along Brand Boulevard and the Huntington Estates residential area. Many residents who appreciate the qualities of these older houses have bought and restored these buildings, reinforcing the historic character of the city.

PLANNING CONTEXT

The development of San Fernando's corridors has been shaped considerably by the City of San Fernando's planning policies of the last 30 years. The 1973 General Plan and a 1987 revision have guided the overall growth of the city during this period. A 1985 Downtown Master Plan and a 1999 Core Revitalization Plan effort advanced recommendations for improving specific areas of the city with varying levels of success. Most recently, a 2013-2021 Housing Element of the General Plan ad-

Restored residential buildings demonstrate San Fernando's historic character.

Plan defined the Auto Mall area in San Fernando.

The 1973 General Plan created a Central Business District to reinforce the pedestrian scale of the Mall.

Courtyard style housing in San Fernando.

New housing, as shown above, can help to address the pent-up demand in San Fernando .

New mixed-use buildings with can help to activate the street level.

dressed housing demands and patterns of development that have evolved in the city.

Many of the recommendations of the 1973 General Plan affecting the corridors were fulfilled. This included the definition of an auto mall area near the eastern city limits, a central business district, an industrial area to the west on San Fernando Road and Truman Street, and Maclay Avenue as a multi-use corridor. The new and upgraded car dealership facilities and improved streetscape that line the Truman and San Fernando corridors east of Brand Boulevard are evidence of the success of the auto mall area. Designation of the central business district has reinforced the pedestrian-scaled and continuously leased San Fernando Mall area, which hosts small retail businesses that cater successfully to a largely Latino market. Some of the other area and use designations, however, have had less success. Maclay Avenue's designation as a multi-use area did lead to a range of uses being distributed along its length. However, the combination of multiple uses did not create distinctiveness. They also did not provide consistency of reinvestment and upkeep of properties. The contiguous area of the western industrial section along Truman Street and San Fernando Road was halved by the 1987 General Plan revision that added general commercial zoning to the area. While this enlargement of uses may have enabled some flexibility and investment, the western area as a whole continued to experience disinvestment common to arterial corridors with shallow parcelization.

The 1987 revision to the General Plan maintained the majority of the recommendations from the 1973 plan with certain exceptions. These included the previously mentioned addition of general commercial uses to the industrial area at the west end of Truman Street and San Fernando Road. Another significant change was the designation of areas to receive a substantial amount of high density housing adjacent to the commercial uses to the west of Maclay Avenue, just north of Truman Street. This designation has not yet resulted in significant amounts of new housing.

The 1985 Downtown Master Plan recommended a series of urban design improvements and provided guidelines for improving the commercial building stock in the downtown. Initially the plan was useful in guiding architectural development and streetscape improvements in the downtown and reinforcing the Mission style that the plan recommended. This was particularly important in remedying the loss of architectural character arising from a tendency towards unadorned repairs and renovations following the 1971 earthquake. However, the plan has not been used consistently by the City in recent years.

The Central Core Revitalization Plan prepared in 1999 sought to build on the commercial success of the

San Fernando Mall. The plan revived the "Zocalo" concept from the 1973 General Plan and focused on a multiplex theater as the anchor for the revitalization effort. Despite presenting a vision for the area, the inability to implement the cinema stalled the effort and the plan was ultimately not adopted. The plan did successfully lead to the development of a streetscape design concept for Maclay Avenue, which the City used to apply for and obtain grant funds for construction. The design concept addressed street landscape only and was not specially configured to support adjacent land uses on Maclay.

The 2013-2021 Housing Element of the General Plan addresses housing needs and projections for the city. The plan states the need for a variety of new housing types to serve all segments of the community, including special needs groups. It notes that multi-family types such as apartments and condominiums are needed for residents that are not adequately served by the predominance of single-family homes in San Fernando.

The Housing Element also includes policies and implementation programs that are aimed at removing barriers to the provision of housing for all economic segments of the community. These policies are generally in line with the vision of creating a transit-oriented district in the Planning Area. In particular, "Goal 2: Provide a range of housing types to meet community needs" is supportive of higher intensity and mixed-use development. Los Angeles (Metro) is currently conducting a study to improve transit service in the 11-mile East San Fernando Valley Transit Corridor, running from the Sylmar/San Fernando Metrolink Station to Van Nuys Station on the Metro Orange Line, along San Fernando Road and Van Nuys Boulevard. The study, commenced in 2011, proposes to introduce either Bus Rapid Transit (BRT) along Truman Street; Modern Streetcar (Tram) along San Fernando Road; or Light Rail within the existing railroad right-of-way.

The revitalization strategy of the specific plan discussed in Chapter Three entails removing current barriers to market-driven investment based on regional demand rather than relying on the comparatively limited resources of the redevelopment agencyto drive the revitalization process.

CONCLUSION

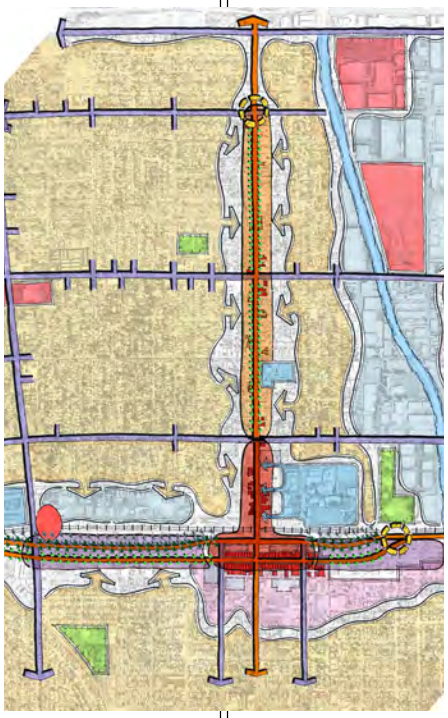
One of San Fernando's strongest assets is its identity as a unique small city that stands out from surrounding areas in the great metropolis of Los Angeles. San Fernando is defined by a population that feels a strong sense of pride in their community. Both long-time and incoming residents value the small town character of San Fernando.

But the pride that residents of San Fernando feel in their community is not universally reflected in the appearance of its arterial corridors, though there are bright spots. The eastern auto mall area and the eastern gateway are attractive and successful. But the corridors overall have the feel of serving the automobile at the expense of the pedestrian. Along the western segments of the Truman and San Fernando corridors, a substantial number of commercial buildings and properties are vacant and underutilized, and many that are occupied do not contribute strongly to an attractive corridor appearance. The no-man's land of space at the intersection of Maclay Avenue and San Fernando Road – made worse by the dominance of parking lots along the back of the mall – makes for a large void at the crossroads of the city, and presents a missed opportunity to connect the City Center to the north with the San Fernando Mall to the south. Maclay Avenue also suffers from disinvestment amongst its hodge-podge of commercial and automobile-serving buildings and sites, interspersed by remnant single-family homes between Fourth and Eighth Streets. Between First and Fourth Streets, the City Center shows signs of recent investment with a few new development projects. With the exception of pockets such as the auto mall, the San Fernando Mall and the Library Plaza Development, the corridors are not as welcoming and attractive as they could be. Too many buildings are underutilized or unattractive, too many parking lots are visually dominant, there is too little landscaping and greenery, and there are too few pedestrian-oriented spaces.

The story of San Fernando's corridors mirrors that of many suburban communities across the United States, where the initial optimism of post-war planning led to the creation of continuous commercial zoning on arterial corridors. The evolution and specialization of suburban retail development in the half century that followed, however, meant that active retail growth eventually focused elsewhere, such as power centers and regional malls at freeway interchanges. Instead of filling up with high value, active development, the commercial promise of the corridors remained unfulfilled and in some portions has worsened over time.

The city has many positive features that can serve as the basis for revitalization. The vision for revitalization and its tools for implementation that follow are intended to build on and accent the positive features that already exist within the community.

CHAPTER THREE: REVITALIZATION STRATEGIES



The corridors should be places within the City, not just traffic conduits that move you through the City.

The corridors should attract new investment, like the Library Plaza development.

The purpose of this chapter is to lay out the recommendations for the revitalization of the Maclay, Truman, San Fernando Road, and First Street corridors. The basis for these recommendations originated in a community vision for corridor revitalization developed through a public workshop process. The vision was then refined through collaboration between city staff, the Development Advisory Committee, the Planning and Preservation Commission, the City Council, and the consultant team. The resulting objectives and revitalization strategy have been expanded into a set of recommended actions to be taken by the City to achieve the ends of revitalization.

REVITALIZATION OBJECTIVES

As described in Chapter Two: Existing Conditions, the Maclay, Truman, San Fernando Road, and First Street corridors are centrally important "pieces of city" in San Fernando. They play a strong role in the community's daily life. The corridors provide access through the city and its neighborhoods. They are the home of most of the city's commercial and service establishments as well as many civic and cultural facilities. However, their lack of reinvestment and unattractive appearance represent missed opportunities and lost potential for the community.

The overall goal of the *San Fernando Corridors Specific Plan* is to breathe new life into the corridors by removing obstacles to change, investment, and care. The following objectives and strategies are intended to transform the corridors from unfocused commercial roadways into places of community pride. Objectives within the goal are as follows:

1. ***Establish the city's corridors as the armature of the city.*** Define the Maclay, Truman, San Fernando Road, and First Street corridors to be major spines of city character and activity. The corridors should have a more civic quality and structure that befits their roles as central spaces of the city's neighborhoods. They should be recognizable not just as the major traffic conduits of the city, but also as active, livable and unique places in their own right.

2. ***Remedy the feeling of "sprawl" on the corridors.*** The corridors can contribute to the city's distinctiveness from the rest of the surrounding San Fernando Valley by not emulating the "sprawl" character typical to the Valley's commercial corridors.

3. ***Attract new investment appropriate to the envisioned character of the corridors.*** Enable the corridors to be attractive places for new businesses, residences, entertainment and civic centers, and workplaces desired by the community. Configure the patterns

of uses, building scales, and activity to be compatible and mutually reinforcing of value and livability. Assist existing businesses and establishments to play their part, and bring in new ones that the community feels are missing.

4. ***Revitalize the identity and investment climate of the city as a whole.***

5. ***Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets.***

6. ***Use the corridors to enhance San Fernando's identity to visitors.*** Since the corridors are the most visible places for visitors and residents, put the best of San Fernando's identity on display, in terms of its architecture, culture, and community. Make sure that entering the city is attractive and memorable.

7. ***Promote compact, pedestrian-friendly Transit Oriented Development (T.O.D.) around the Metrolink Station and future public transit stops.***

8. ***Integrate proposed East San Fernando Valley Transit Corridor transit initiatives to improve access to Downtown San Fernando, the Civic Center area, future Metro transit stops and the Metrolink Station.***

9. ***Better connect Downtown, the Civic Center, and nearby neighborhoods to the Metrolink Station and future Metro public transit stations/stops.***

STRATEGIES

The strategies that follow contain the specific actions intended to revitalize the San Fernando corridors. These are provided as action steps to be taken by the City. They range from the formation of districts, to land use, zoning and policy changes, to specific capital improvements and design principles for development along the corridors.

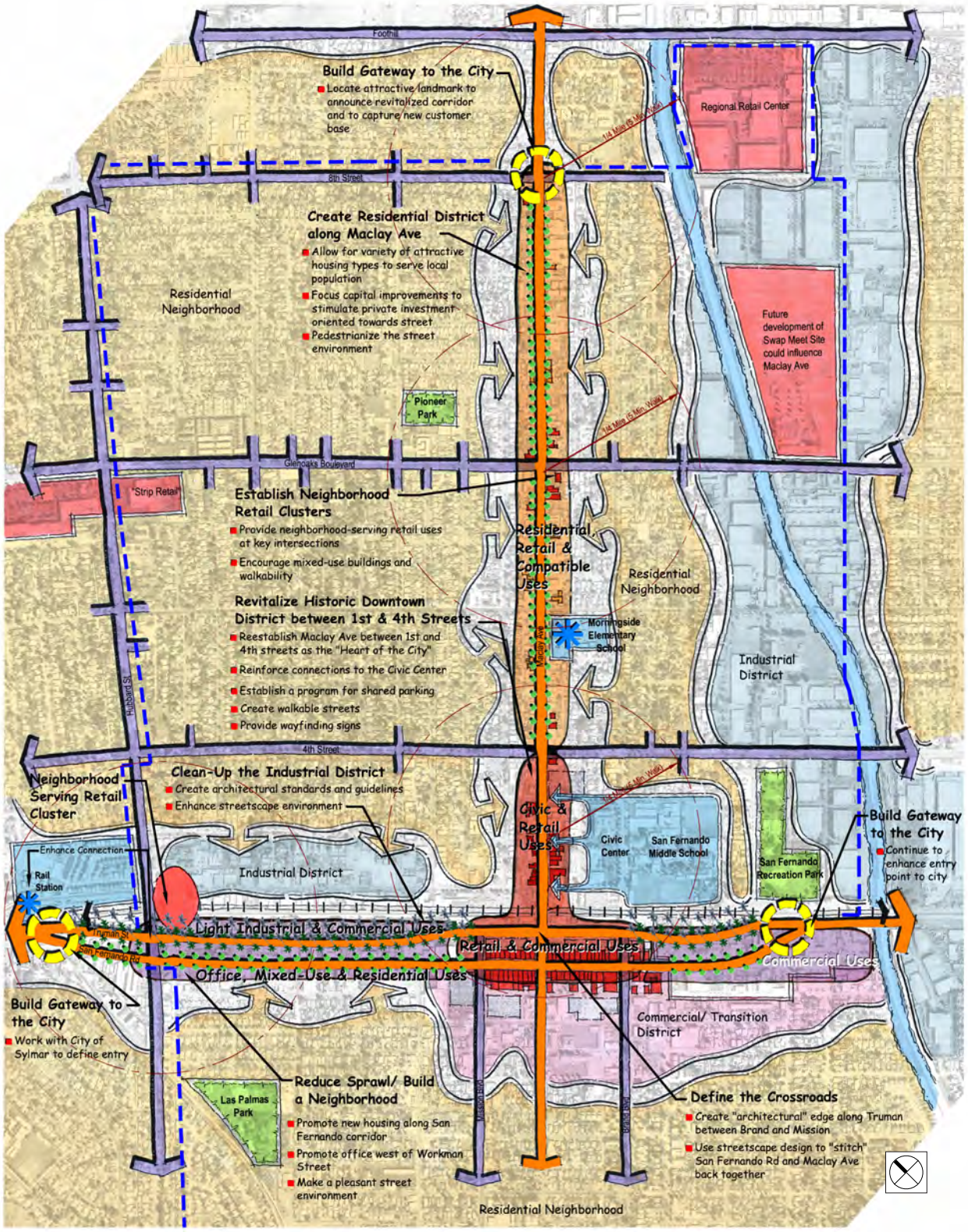
1. ***Transform the corridors into a series of defined districts.*** The monotony of the corridors should be separated into a series of distinct places. Each district should be identifiable as a physical place that is distinguished from other parts of the city by a unique orientation, a harmonious character, and a consistent aesthetic. Each district will have a mix of land uses that work together, building forms that are identifiable to that district, and an overall configuration of public spaces and facilities that support the district form. Each district will take advantage of each corridor's physical location to meet different community and regional needs. These corridor districts will be joined to San Fernando's overall city pattern and to its residential neighborhoods to create a cohesive town pattern that reflects the lifestyle

Walking along the corridors should be a pleasant experience.

A lively mixed-use district in Ventura, CA

Buildings of various heights and lush landscape along Santa Barbara's State Street.

REVITALIZATION STRATEGY - PREFERRED II



Maclay Avenue - New Housing & Retail to Infill Opportunity Sites
Truman Avenue - Commercial, Auto-Related, Distribution and Retail Services
San Fernando Road - Residential Mixed-Use district with Office Infill west of Workman Street

of the community. The key districts to be created are:

A. *The Maclay District -The Neighborhood Spine*: The reestablishment of a neighborhood spine along Maclay Avenue can serve two purposes. First, Maclay Avenue has a substantial number of underutilized commercial parcels that have the potential to be restructured to enable pent-up investment opportunities to expand the city's supply of housing. Second, allowing attractive residential development along the corridor will improve the visual quality of Maclay Avenue by making one of the city's greatest assets, the character of its residential neighborhoods, visible on the thoroughfare.

B. *The Downtown - The Center of the City*: The most public areas of the city – the City Center, its Civic Center and the San Fernando Mall - have the potential to create a Downtown core that is an exciting centerpiece for San Fernando. They are located at the crossroads of Maclay Avenue and the Truman/San Fernando corridors, and together roughly form the shape of an inverted "tee" area on a map. This core area – the City Center Sub-District – should contain only the most active types of retail, from small-scale storefronts and independent storefronts to restaurants and specialty services. The Mixed Use Overlay seeks to capitalize on City surface parking lots located in the Downtown adjacent to the Mall area in order to play a direct role in facilitating mixed use projects that incorporate one more of the following: public and private parking facilities, residential, retail, service commercial and entertainment uses.

   The current disparate commercial land uses scattered along the parallel spines of Truman Street and San Fernando Road can form a series of distinct business sub-districts. At the west end of the District, development standards will enable a Mixed-Use Corridor Sub-District, where mixed-use development – including residential and live-work components as well as health and professional service sectors – will be located within walking distance of the San Fernando Mall to the east and the Metrolink Station to the west. East of the San Fernando Mall, an Auto Commercial Sub-District will be designated for auto dealerships.

C. *The Workplace Flex District – The City's Workplace*: The Workplace Flex District is established along First Street and along the north side of Truman Street between Workman Street and Hubbard Avenue to support the continued functioning

Small scale storefronts, restaurants, and pedestrian activity - Berkeley, CA.

Proposed Mixed-Use Prototype.

Existing Mixed-Use Development on Maclay Avenue.

A Mission Style Restaurant - Albany, CA

Outdoor Dining - Los Angeles, CA

Multi-Family Residential in a corridor environment - Ventura, CA

and expansion of the City's light industrial, workshop, and large-scale commercial sectors. It also accommodates live-work uses, subject to a conditional use permit. The Workplace Flex District provides a framework for creating a more inviting pedestrian, bicycle, and vehicular connection along First Street between the Metrolink Station and Maclay Avenue's "main street" the Civic Center, and along Truman Street between the Metrolink Station and the City Center.

D. *The General Neighborhood Neighborhood District - Neighborhood Compatible Multi-family Housing:* The General Neighborhood District is established to ensure that multi-family housing along the south side of Second Street transitions between Downtown's mixed-use buildings, First Street's commercial and light industrial buildings, and the single-family residential neighborhoods to the north. New multi-family buildings face Second Street with two-story masses at the front of the lot that are in character with the single-family houses across the street. Higher masses – up to four stories – are allowed at the center and rear of the lot.

It is important that the streets within each sub-district serve the development type intended for each sub-district. As each sub-district is intended to serve as a location for a specific set of land uses and functions, the streetscapes within each sub-district should be designed to support these uses and functions.

2. ***Promote the right kind of investment in each district.*** The biggest problem the corridors (and by extension, the city as a whole) face can be summed up in a single statement: too much commercially-zoned land, and not enough land for housing. While the corridors have been zoned solely for commercial and industrial use for two generations, their development potential has never been fulfilled in that time. While there are good businesses along the corridors, many parcels are vacant, underutilized, or disinvested, dragging down the image of the corridors and the city, and continuing to impede new investment. Meanwhile, the city is nearly built out and there are few opportunities for new housing - yet second and third-generation San Fernandans want to live in the community and older residents may want to remain in the community but in a different housing type. Land use controls can be used to address this problem by allowing a balance of uses that more closely match the needs of the community. Specific land use strategies to address this issue are stated below:

A. *Prune back the amount of land zoned for retail use.* Like many cities, San Fernando has designated its primary corridors for commercial use. This has led to an over-zoning of land for retail, a problem common to many cities and identified in publications by respected urban design organizations such as the Congress for the New Urbanism, in "Civilizing Downtown Highways", and the Urban Land Institute, in "Ten Principles for Reinventing America's Suburban Strips". Because its potential retail destinations are scattered across all three corridors, it is difficult for the City to capture the maximum value from each establishment.

- Cluster retail uses in the Downtown District. Limit ground-floor uses in the City Center and the San Fernando Mall Sub-Districts to retail and other activity-generating uses including restaurant, lodging, and entertainment. Keep a tight rein on retail in areas outside of the Downtown, especially along Maclay Avenue.
- Designate the west end of the Truman / San Fernando corridors, near the Metrolink Station for residential and specific, rather than general, commercial land uses. Use the proximity to the Metrolink Station to attract support services, professional, and residential uses to this area.
- Build on the city's successful auto-sales area at the east end of the Downtown District's Truman / San Fernando corridors to bring additional auto dealerships to this district's eastern end. Use the locational assets of this area to attract large-scale commercial and support services, and workplace and professional uses.
- Limit retail along Maclay Avenue to defined "Neighborhood Serving Overlay Areas" – such as at its intersections with Eighth Street and Glenoaks Boulevard. These clusters should be designed as small, convenient, walkable centers for their immediate neighborhood, and retail uses in these areas will be limited to those that provide convenience goods.

B. *Increase residential opportunities within the specific plan area.* Throughout the community process, citizens expressed a need for housing that is unique to San Fernando and accommodates a variety of income levels, both affordable and market rate. Young working professionals who grew up in the area and choose to return, hoping to settle in the area where they were raised,

Mid-Density Multi-Family Residential - San Diego, CA

Multi-Family Residential in a corridor environment - Ventura, CA

A retail and civic district - Ventura, CA

Retail storefronts along Maclay Avenue in the City Center Sub-District

An active retail street - Santa Cruz, CA

find that there is limited housing stock available for them to move into.

- Change the focus of Maclay Avenue between Fourth and Eighth Streets, from service and auto-oriented commercial uses to predominantly (but not exclusively) residential ones. Allow housing at densities high enough to 1) provide housing units that can serve the local population, 2) to generate developments that are well-matched to the corridor environment and 3) sensitive to the scale, character and value of existing neighborhoods behind corridor-fronting properties. Spur developer interest in sites along the corridor by identifying opportunity sites along Maclay Avenue, promoting public/private partnerships in projects, and streamlining the overall investment process.
- Provide opportunities for mid-density residential development, with an eye on for-sale housing opportunities, in conjunction with compatible retail and office uses in the Mixed-Use Corridor Sub-District along San Fernando Road. Capitalize on the proximity to Downtown, the Metrolink Station, and Metro's existing and future transit stops in order to encourage residential development in this area.
- Establish the Downtown District as a desirable place to live for residents seeking an active, vibrant "round-the clock" living environment located near transit. Permit housing and office uses on upper floors to help ensure a a lively, safe atmosphere throughout the day and evenings. Promote mixed-use development (i.e. residential units in combination with retail and restaurants) throughout appropriate areas within the Downtown.
- Ensure that multi-family buildings, especially north of the Union Pacific Railroad Tracks and along Celis Street, that are designed to be compatible in form and scale with adjacent and nearby single family houses.

C. *Develop strategies to attract and support businesses in the downtown.* Overall, policies for the downtown will work to create a vibrant pedestrian scaled district that is everybody's destination for the vital storefront retail, restaurants and services it provides, as well as for the unique San Fernando character it embodies. Improvements for the area along Maclay Avenue between First Street and San Fernando Road face a daunting

task, which is to overcome the physical "gap" created by the train tracks and the major arterial intersection of Truman and Maclay. It is important that this gap is healed not only for physical reasons like pedestrian connectivity, but for social ones as well. The Downtown should be a unified center for all of the residents of the city, and not divided into separate economic or social enclaves between the City Center and the San Fernando Mall.

- Encourage new retail along Maclay Avenue between First Street and San Fernando Road. Require new developments to create continuous street activity along Maclay and support an active link between City Center and the San Fernando Mall Sub-Districts. Initiate the transformation of parking lot sites into activity-creating uses along Maclay Avenue between the railroad and First Street and on the south side of Truman Street to aid in establishing this link.
- With the redevelopment of these parking lots, ensure the replacement of spaces to support the continued success of business tenants. Consider additional strategies for accommodating parking as the Downtown intensifies, such as a shared parking program, and possible parking structures to support future demand.
- Promote the city's proven and expanding market for higher-end goods and services to encourage new establishments within the City Center. Meanwhile, continue to support the ongoing success and high occupancy of the San Fernando Mall.
- Enhance parking areas to make them safer places. Where possible, construct mid-block "paseos" to connect parking to the retail activities throughout the Downtown, and improve lighting and signage to make a more comfortable experience for the customer.
- Proactively recruit the kinds of businesses that will contribute the most to the community and to the Downtown District. Use inducements such as low-interest loans and grants to entice new establishments to locate within the Downtown.
- Investigate business relocation options to bring valuable community retailers into the Downtown (particularly types of businesses that are seen as "missing" from the current mix of businesses), and to assist existing community business that are not compati-

Paseo linking Main Street to parking lots- Claremont, CA

Strategies should support the ongoing success of merchants in the San Fernando Mall.

Downtown signage should be attractive and well integrated into facade design, as specified by the design guidelines.

The streetscape of Maclay Avenue should support residential development with landscaping that "buffers" homes from traffic.

Street trees provide shade for pedestrians.

ble with the vision for Downtown in finding alternative sites within San Fernando. Consider allocating an annual budget for this purpose.

- Work with the San Fernando Chamber of Commerce, the San Fernando Mall Association, and the Northeast San Fernando Valley Chamber of Commerce to encourage "after 5:00" business hours throughout the Downtown. Promote "special event" evenings, in cooperation with civic events or entertainment, to initiate later operating hours on certain nights.
- Within the Downtown District, consider the implementation of a signage improvement program. Provide a small-scale but high-visibility "kick-start" by awarding grants to qualified businesses for signage improvement, in keeping with the high quality signage demanded by the design guidelines.
- Consider appointment of a part- or full-time Downtown coordinator to oversee and encourage future investment in the Downtown.

3. ***Employ capital improvements to "set the stage" for new investment.*** The public spaces of each district -most notably streets and plazas - should be a clear indication of kind of place the city hopes to create. For example, where residential land use is prominent, the street should support this use, with plenty of shade trees to buffer homes from the street while new residential development should establish landscaped frontages where appropriate. The pedestrian environment should also be buffered from automobile traffic with street trees and on-street parking to ensure that residents feel comfortable walking along the corridor. Where corridor retail uses are developed, streets should maintain a welcoming and public character. They should be designed to attract pedestrians, with sidewalks large enough to feel like public spaces and places to stroll and to sit. They should be designed to facilitate automobile and transit traffic as well, allowing visibility to stores and providing convenient access to parking. Specifically, the following improvements should be acted upon:

   A. *Redesign the corridors to support the envisioned development pattern of their districts*. Streetscape design for each corridor should be specific to the uses and character of each district, as follows:

      - The Maclay District (Maclay Avenue between Fourth and Eighth): North of Fourth Street, the environment of Maclay Avenue

should complement the residential development of the new neighborhood spine. Large deciduous trees should buffer the sidewalk and homes from traffic and parking lanes while providing an abundance of shade. Street lighting should be provided by pedestrian-scale (13′ or less) decorative fixtures to emphasize the residential neighborhood scale and character (as opposed to engineering-styled "cobra-head" lights). Consistent landscaped setbacks should be required of new residential development. All of these improvements should work together to emulate the qualities and character of the residential neighborhoods located to either side of the corridor, and provide desirable "boulevard addresses" for new investment.

- The Downtown District: New streetscape design will be fundamental to the revitalization of Downtown. At the City Center Sub-District, the redesign of Maclay Avenue between First and Fourth Streets should prioritize the pedestrian, slowing traffic to create a "heart of the city" streetscape. Large open-habit trees should shade the sidewalk while providing visibility to retail establishments. Streetlights and furniture should transform the sidewalk area to a human-scaled public space, while new benches provide opportunities for seating. On-street parking along Maclay Avenue south of the railroad tracks should provide convenience parking for local shops and services, while buffering pedestrians from vehicular traffic. As a part of Downtown improvements, connections between Downtown and the Civic Center to its east should be fostered. Improved pedestrian links should be established along First and Second Streets to encourage interaction between the Metrolink Station and Maclay Avenue's shops, restaurants, and other businesses. Wayfinding signage should be expanded and mark the route to the Civic Center, and enrich the pedestrian routes along First and Second Streets. Truman Street serves as one of the city's most frequently traveled east-west roadways. Thus, capital improvements must support the role that the street plays by introducing a grand boulevard design while maintaining the street's ability to function as a primary corridor for local and regional traffic demands. At the corridor's eastern and western gateways, large vertical landscape elements such as palm trees

Large open-habit street trees should provide visibility to retail establishments.

A downtown street with street trees in the parking zone in Santa Cruz, CA.

A rendering of the proposed streetscape for the San Fernando Road Mixed Use Sub-District.

The proposed gateway feature at the city's western border along San Fernando Road.

Architectural landmark features to define the Downtown District.

A parking lot is lined with a low wall, trellis structure, and benches.

should differentiate this district from the adjacent Los Angeles districts. Along its length, large deciduous shade trees should line the sidewalks, and new lights and street furniture should create a pleasant pedestrian realm, especially at public transportation stops. Crossing distances should be decreased where possible, especially along Truman between San Fernando Mission Boulevard and Brand Boulevard, and across its intersection with Maclay Avenue. Curbside parking should be maintained where possible.

- Within the City Center Sub-District, the streetscape of Truman Street between San Fernando Mission and Brand Boulevards should celebrate this linchpin intersection to create a kind of "front door" to the San Fernando Mall. Along the south side of Truman Street in the Downtown District, streetscape improvements, along with on-street parking, should ensure that pedestrians feel comfortable and safe as they walk along its downtown-scaled development.
- The Mixed Use Corridor Sub-District (San Fernando Road between Hubbard Avenue and San Fernando Mission Boulevard): In this sub-district, streetscape design should enable the creation of an area where residential, live-work, office and convenience retail services are equally supported. The revitalized street environment should include large shade trees punctuated by palm trees or other city-specified trees and unique streetlights to help distinguish this sector of the corridor. Potential angled parking spaces along both sides of San Fernando Road will further extend the pedestrian-friendly street character of the Mall, serving to calm traffic movement while providing additional parking for local businesses and services. If the East San Fernando Transit Corridor's Tram alternative is introduced, on-street parking should be preserved to ensure convenient parking in front of Downtown stores, restaurants, and other businesses and consideration should be given to narrowing the roadway in order to provide wider sidewalks.
- The Workplace Flex District: First Street contains many of the city's light industrial, warehouse, and general commercial uses and also provides the most direct link between the Metrolink Station and Maclay

STREET FURNITURE - "FAMILY OF OBJECTS"

Columbia Cascade
Timberform Classics
Craftsmen
2663-6 & 2660-6

Columbia Cascade
Timberform Classics
Trash Receptacle
2667-AT

Urban Accessories
Chinook tree grate
5' square with hole for
uplight at corner

Tolar Highlands Ranch
Bus Shelter

Cycloops 2170 or similar
Bicycle Rack

Holophane "Prague
Series" Streetlight
(simulation)

Holophane "Prague Series"
Streetlight- color: black

Downtown architecture - Ventura, California.

Architectural details from historic Mission San Fernando Rey.

Avenue and the Civic Center. Capital improvements should be simple and directed toward making a more comfortable environment for cyclists and pedestrians while maintaining the street's ability to accommodate large trucks. Curbside parking should be maintained and large deciduous shade trees should be introduced between every second or third parking space. Traffic lanes should be striped as sharrows.

B. *Define the entrance to the city along the corridors, with gateway features at city boundaries.* The community pride felt by the citizens of San Fernando should be physically expressed at its gateways, to distinguish the city from its surrounding areas.

- At the city's northern entrance along Maclay Avenue, introduce prominent building architecture to bolster the existing Eighth Street gateway arch in marking a prominent entry into San Fernando.
- At the city's western border along San Fernando Road at Hubbard Street, define the City's entrance with architectural "landmarks" that give a visual cue to San Fernando's vivid identity and history, and the promise of a vibrant downtown at the center of the city.
- At the city's eastern border along San Fernando Road at Fox Street, build upon the existing monument gateway via implementation of new signage and landscaping that announces the approaching Downtown District, noting the City Center at Maclay and the San Fernando Mall along San Fernando Road.

C. *Utilize street and public space design to create a unified downtown*, as follows:

- Use architectural landmark features to define the City Center Sub-District. Landmark features throughout downtown such as corner towers, two-or-more story buildings, and storefronts built up to the sidewalk edge can help to mark and define the City's core. Design elements may include opportunities for public art as well as enhanced street lighting.
- Maximize connections (visual and circulatory) between the City Center, the Civic Center, and the Metrolink Station that lies to the west. Take opportunities to create view corridors and pedestrian passages to the Civic Center from Maclay Avenue. Consider future capital improvements

along First and Second Streets to carry the fabric of downtown to Macniel Street and to provide a more inviting pedestrian and bicycle connection to the Metrolink Station.

- Implement a signage and way-finding program to help commuters, visitors, and residents navigate the corridors in a legible way, marking destinations and interest points.

4. ***Ensure high-quality development and design***. Development along the San Fernando corridors is on display, visible to both residents and visitors who travel along the roadways. The City should ensure that new development represents the strength and quality of the community. To this end, the following actions should be taken:

   A. Require developments that respect and enhance the corridors - their primary address - with facades that enliven the street wall and main entrances that front the street. Regulate minimum heights, setbacks and other unifying factors to ensure that development lives up to its role along the corridor. (The *specific plan design guidelines* for each district will give further specificity as to the character of district development.)

   B. Direct new buildings to adhere to the spirit of the *specific plan design guidelines*, and to be compatible with the scale and character of its district. For example, in the sub-districts of the downtown - the City Center and the San Fernando Mall – new buildings should be designed with features of the "core" architecture - narrow facades, active frontages and intricate detailing. Along the neighborhood spine of the Maclay District, buildings should contribute to a feeling of "neighborhood", architecturally subdivided and composed at a human scale with variation in massing and height. At the commercial sub-districts along Truman Street and San Fernando Road, buildings should create a strong commercial street edge. (Refer to the specific plan design guidelines for specific directions for buildings in each district.) New buildings along the south side of Second Street should step down to one story and be compatible in massing and scale to the single-family houses along the north side of the street.

   C. Recommend an architectural and landscape "design language" that reflects and relates to the architectural history of the city. Rather than imposing only one historic style, encourage a variety of styles, in keeping with the diverse

Architectural details from historic Mission San Fernando Rey.

and eclectic character of the city; there may be individual locations where greater coherence should be maintained. In the Downtown District, new buildings should respond to its history and fine-grained form. Near the San Fernando Mall, structures should build upon the Spanish influences that dominate this unique area. In other areas, the eclectic architectural personality of the city should be recognized, giving a wide-range of influence that includes historic and contemporary styles. All styles should emphasize craft, neighborhood scale, and quality of construction.

CHAPTER FOUR:
LAND USE
FRAMEWORK AND
URBAN DESIGN
PRINCIPLES

Opportunity site for future development along the First Street.

Opportunity site for future development along Truman Street.

Opportunity site for future development along South Maclay Avenue between Celis Street and Pico Street.

This chapter contains the regulatory portion of the Specific Plan, providing guidance for all new investment along the Maclay, Truman, San Fernando and First Street corridors falling within the Specific Plan Area. It contains an overview of the districts upon which the policies of the specific plan are based. Following the overview is a breakdown of the district-based development standards and design guidelines. These provide the framework for new investment, ensuring that the specific plan goals are implemented. Proposals for new construction are required to adhere to the development standards and design guidelines for their respective city district and any sub-districts within which they may fall.

Following the overview of the development standards and design guidelines, a section entitled "The City District" describes the principles and value of cohesive city districts and the fundamental role they will play in revitalizing the San Fernando Corridors.

THE PURPOSE OF THE PLAN

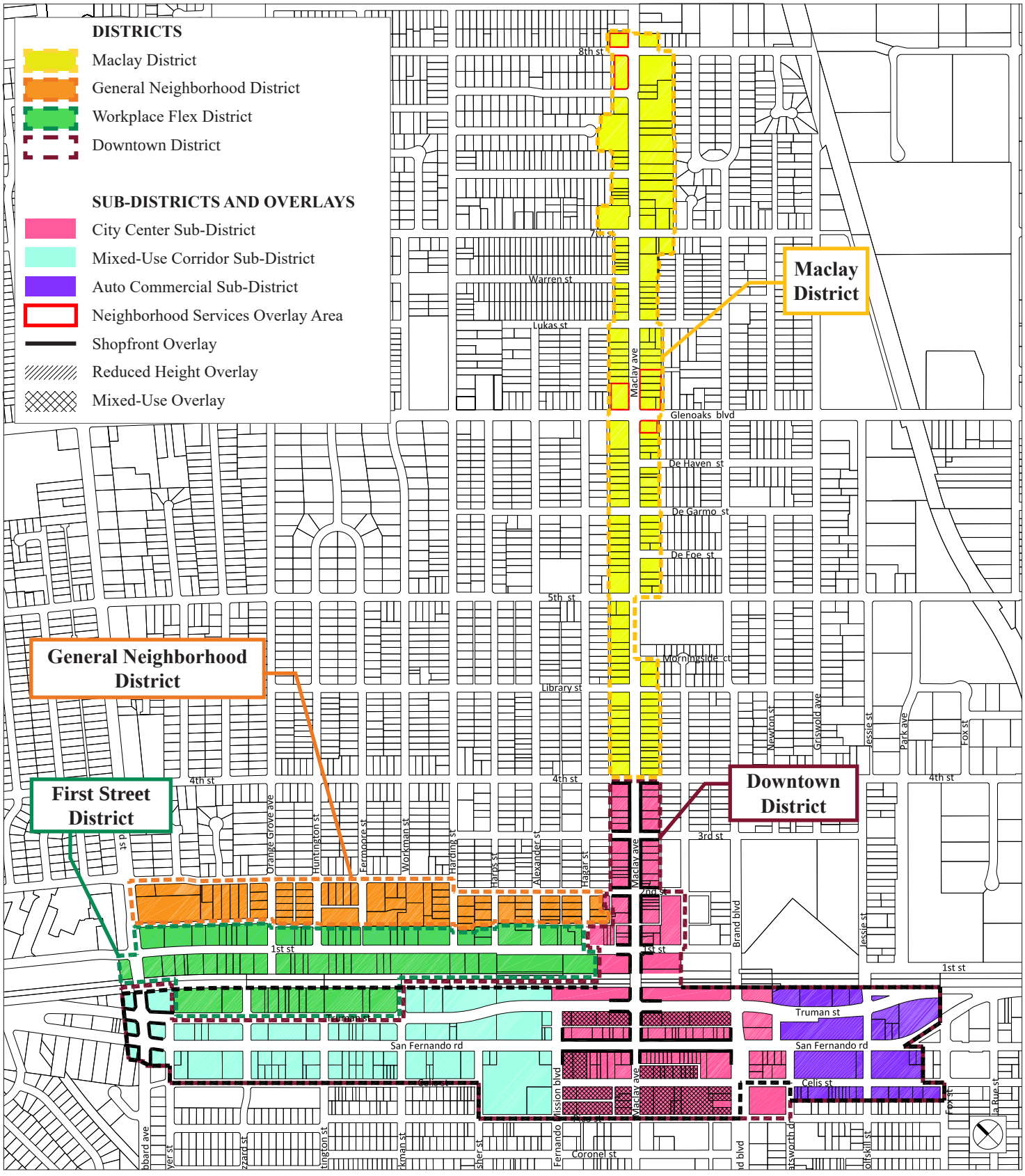
The overall goal of the San Fernando Corridors Specific Plan is to breathe new life into the corridors that play such a strong role in the community's daily life. The plan is set up to do so by shaping new investment in combination with site improvements, redesigned streets and new public spaces. The following land-use and design policies organize the land within the specific plan area into a series of districts around which the regulatory framework of the plan is based. These districts provide land use policies (typical of common zoning policy) and also form the basis for the development standards and design guidelines that will guide the look and feel of future development within the specific plan area.

THE CITY DISTRICT

A *city district* is an identifiable area of a city that contains closely integrated land uses and design character. City districts may be comprised of a mix of land uses, a variety of building types and open spaces, and populated by a diversity of peoples, yet they share a common and interrelated set of patterns and characteristics that distinguish them from surrounding areas. These work together to reinforce the community's ability to identify a district as a specific, identifiable place in the city's fabric.

District formation can often be the result of many influences, including physical, social, and temporal conditions. Physical conditions can help to form the structure of a city district, as in areas of settlement that were developed in relation to significant landforms such as ocean fronts, prospects, and river valleys. Social conditions can also influence the creation of a city district. Areas of-

CITY DISTRICTS AND LAND USE SUB-DISTRICTS



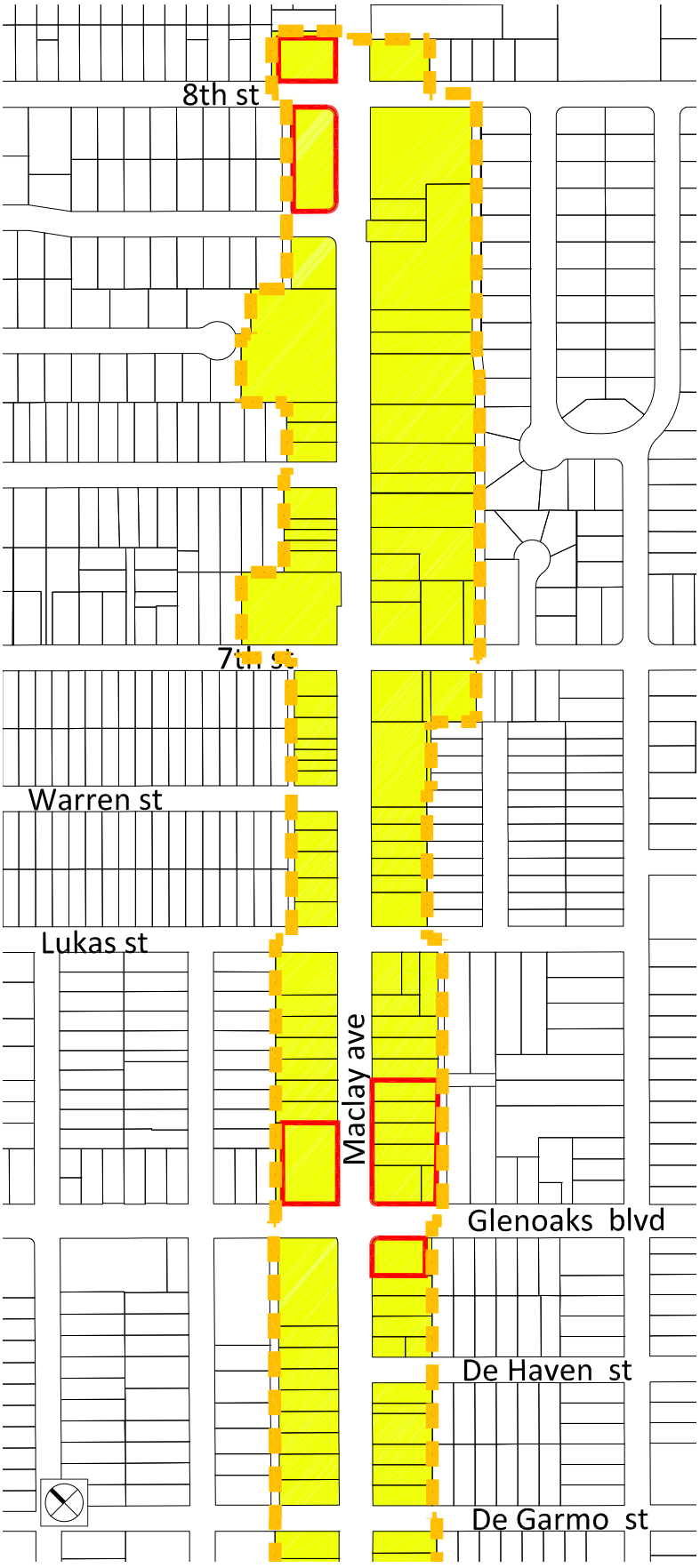
MACLAY DISTRICT - NORTH

DISTRICTS

- Maclay District
- General Neighborhood District
- Workplace Flex District
- Downtown District

SUB-DISTRICTS AND OVERLAYS

- City Center Sub-District
- Mixed-Use Corridor Sub-District
- Auto Commercial Sub-District
- Neighborhood Services Overlay Area
- Shopfront Overlay
- Reduced Height Overlay
- Mixed-Use Overlay



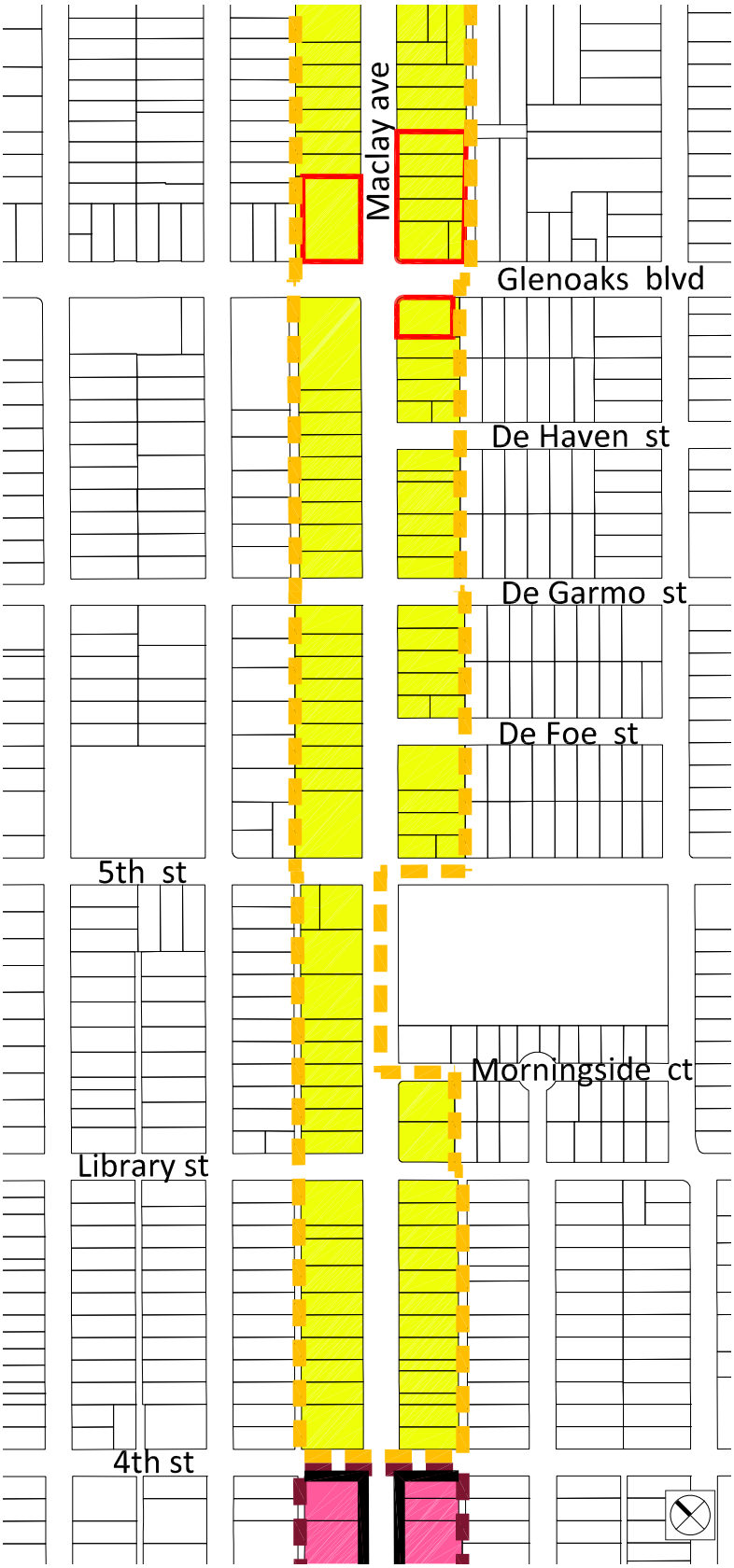
MACLAY DISTRICT - SOUTH

DISTRICTS

- Maclay District
- General Neighborhood District
- Workplace Flex District
- Downtown District

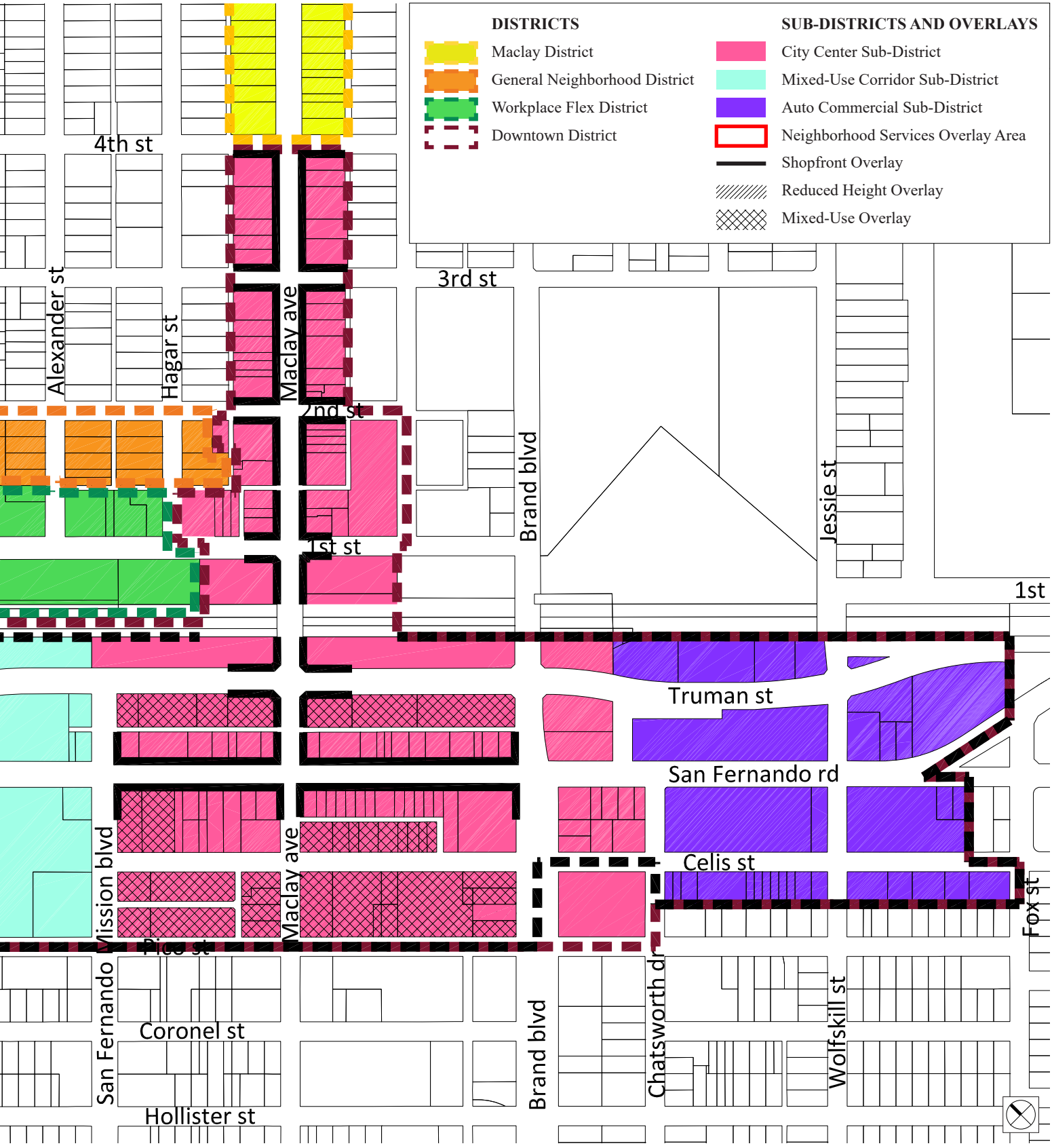
SUB-DISTRICTS AND OVERLAYS

- City Center Sub-District
- Mixed-Use Corridor Sub-District
- Auto Commercial Sub-District
- Neighborhood Services Overlay Area
- Shopfront Overlay
- Reduced Height Overlay
- Mixed-Use Overlay



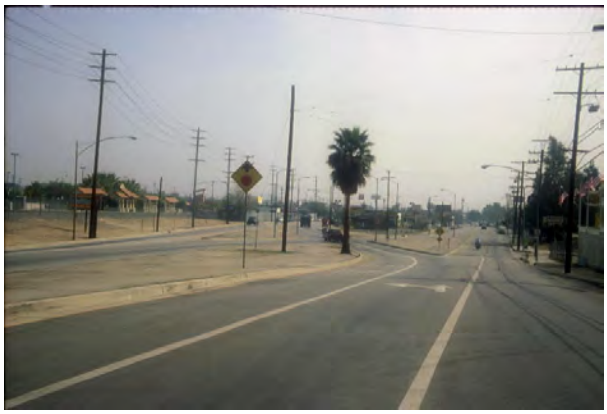
GENERAL NEIGHBORHOOD, WORKPLACE FLEX DISTRICT, AND DOWNTOWN DISTRICTS

DOWNTOWN DISTRICT



Maclay Avenue in the City Center Sub-District.

Storefronts in Downtown District.



The City's entry into San Fernando at the San Fernando Road and Truman Street "fork".

ten develop along historical settlement patterns that are based on socio-economic elements, such as a significant center of trade as in a seaport or rail depot. A district can also be created around a significant social milestone, such as the founding of the missions in many California cities, or be strengthened by an event that brings a community together.

The condition of time can also assist in district formation, as can be evidenced in areas that developed all at once as a result of municipal planning efforts, thereby developing a single cohesive character instead of growing and changing over time. Examples of these districts include "urban renewal" areas within existing cities that were wholly redeveloped in association with post-World War II redevelopment policies, or new towns and subdivisions that were created all at once on "greenfield" sites. These underlying common elements, ranging from a place's physical pattern, to its social history, to its era of development, can give a unified meaning to a specific area. They serve to tie various components of the district – its buildings, spaces, residents and users - together to create a shared identity that is both recognizable and memorable.

The Value of a City District

Identifying and shaping city districts is valuable for a variety of reasons. First and foremost, the establishment of a common character and a set of compatible land uses can stabilize and even increase land values. Having agreed-on rules for character that guides development and design reduces the level of risk to prospective investors where similar establishments and complimentary land uses are proven occupants of the area.

Secondly, a city district reinforces a place's character. People grow to identify the community with memorable places. Each district is distinguished from other districts, with clear boundaries that let you know when you are inside and outside. One's experience in the district forges an understandable sense of place, providing a framework upon which an individual can orient themselves in terms of local and regional context. The city district provides clear evidence of this context to its users through several cues. It can express its purpose through the forms and functions of the buildings, spaces, and to a certain degree, the behavior of its occupants. Common degrees of aesthetics, scale, and intensity can give an indication to the district's purpose. The dimensions and orientation of its built forms and spaces can give expression to its identity. Perceptual qualities of sight and sound - how lively a district feels, the hours it is used, and even the colors that permeate it – can further define one's understanding of a district. As a memorable and

distinctive point of reference, a city district's identity is shared among individual members of a community, and reinforces their sense of belonging.

The Districts of the San Fernando Corridors

As described in Chapter 1: Orientation, the Maclay, Truman, San Fernando and First Street corridors presently do not belong to any noticeably identifiable city district. While each corridor plays a role in the physical pattern of the city and contains nodes that are unique centers of commerce and community gathering, they appear as places of unfocused commercial and light industrial land. Development along the corridors bears little allegiance to historical or local character, and has few ties to the social and economic patterns of the city. The goal of the policies that follow is to define the corridors as components of identifiable city districts, so as to encourage the type of investment and experience supportive of community identity within the City of San Fernando.

The policies for each city district are made up of controls on a set of uses, scale and intensity, as described in the Development Standards; and recommendations for a complementary range of aesthetics, as described in the Design Guidelines. While each district will be made up of a variety of land uses and building types, the policies will ensure that they have in common a particular set of qualities and attributes that unify them as a distinct piece of city fabric.

Examples of development scenarios that show how these policies could manifest along the corridors are depicted in the "Opportunity Site" illustrations that follow on page 60 and 61. These illustrations demonstrate an example of envisioned change over time, according to their district character, at selected opportunity sites along Maclay Avenue within the Maclay District, and along San Fernando Road within the City Center Sub-District.

Mission style support commercial uses in Whittier, CA.

A downtown district - Santa Barbara, CA

A residential district - Playa Vista, CA

OPPORTUNITY SITE 1 - MACLAY AT GLENOAKS

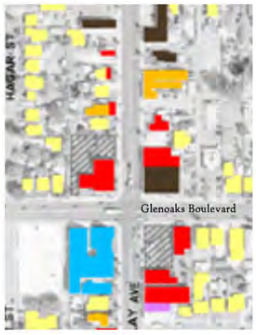
Opportunity Site Concept 1: Mixed use and Residential development at the intersection of Maclay Avenue and Glenoaks

Single-Family Townhouses establish neighborhood presence along Maclay Avenue

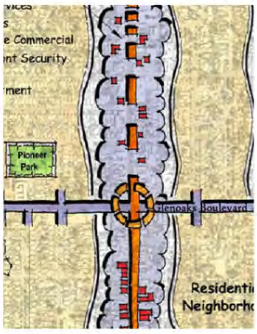
Automobile 'paseo' serves to transition between residential and mixed-use development

Neighborhood-serving mixed-use developement located at the intersection of Maclay Avenue and Glenoaks Boulevard

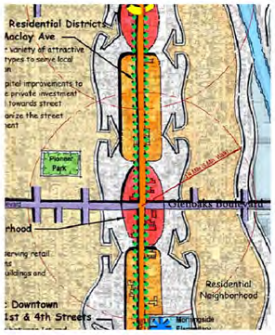
Sketch (not to scale)



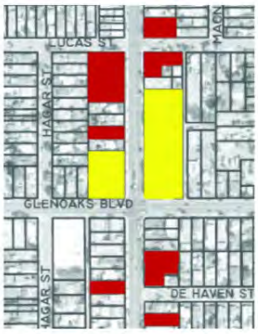
Existing Development



Patterns of Development & Change



Revitalization Strategy "A"



Opportunities for Change

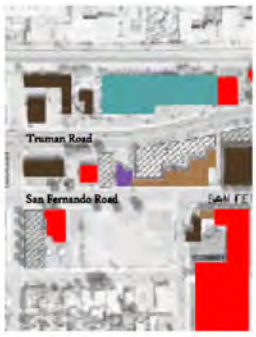
OPPORTUNITY SITE 2 - SAN FERNANDO ROAD

Opportunity Site Concept 2: Mixed use and Residential development along San Fernando Road between Workman and Kalisher

Retail uses along San Fernando Road creates walkable neighborhood district

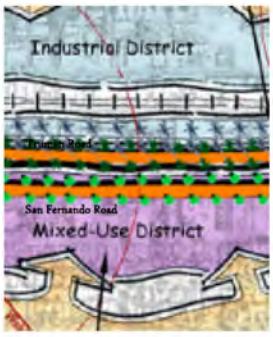
Courtyard housing establishes neighborhood presence in new mixed-use district

Single-Family Townhouses establish Celis as residential street



Existing Development

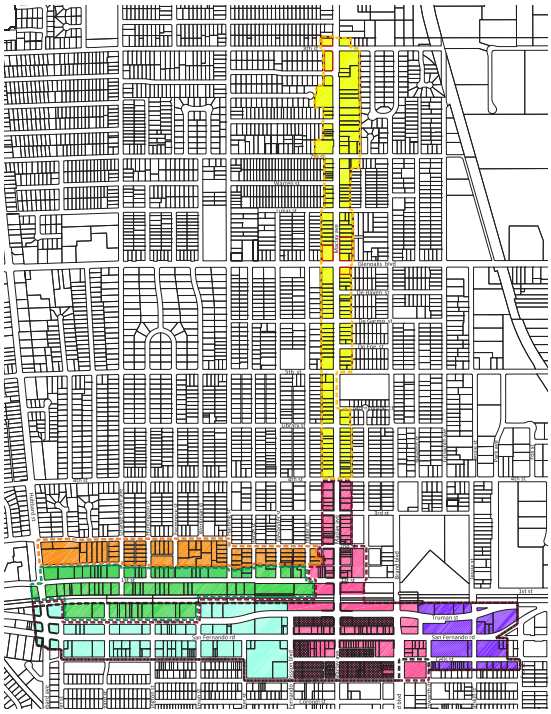
Patterns of Development & Change



Revitalization Strategy "A"

Opportunities for Change

CHAPTER FIVE:
LAND USE POLICIES
FOR
THE DISTRICTS



The Downtown District

The City Center Mixed-Use Corridor and The Auto Commercial Sub-Districts Development Standards

PURPOSE

The Downtown District is established for the purpose of creating a lively "center of the city" where the community of San Fernando comes together. Downtown will provide a central shopping and entertainment district for the city, and will include retail shops and services, restaurants, office, studios, schools, civic and community meeting places and entertainment venues, and residential dwellings within the Mixed-Use Corridor Sub-District and on upper floors of buildings within the Mixed-Use Overlay within the City Center Sub-District),. In order to create a vibrant retail and entertainment environment along the San Fernando Mall and along Maclay Avenue between the Mall and Fourth Street, offices, studios, and schools and residential dwellings* are not allowed on the ground floor, but are permitted on the upper floors of multistory buildings along these two streets.

The Downtown District is centered at the crossroads of the Maclay, Truman, and San Fernando Road corridors and includes the San Fernando Mall and Maclay Avenue up to Fourth Street. It is composed of three sub-districts:

- The City Center Sub-District comprised of the historic City Center neighborhood, the shopping district at the San Fernando Mall, and both sides of Brand Boulevard. New buildings and public spaces should be located in this sub-district to bring Brand Boulevard and the San Fernando Mall together with the existing pedestrian-friendly, downtown development along Maclay Avenue north of the railroad tracks as two related halves of a cohesive downtown. Buildings will be required to be located directly at the back of sidewalk with an active storefront expression, to create activity and interest along the streetfront. Buildings that do not contribute to such activity, such as freestanding stores, automobile-oriented uses and drive-up service windows, are not permitted. Residential uses are allowed subject to a conditional use permit on upper floors of buildings within the Mixed-Use Overlay, which applies to select parcels near the San Fernando Mall.

- The Mixed-Use Corridor Sub-District will support development of a mix of use types, ranging from residential and office uses to retail stores and services and is dedicated to lively streetfront activity, with buildings located directly at the back of sidewalk and active storefront facades that add activity and interest along the street. Buildings that do not contribute to such activity, such as freestanding stores, automobile-oriented uses and drive-up service windows, are not permitted.

- The Auto Commercial Sub-District will continue to serve as a center for auto sales.

Most standards cover all development throughout the Downtown District. However, in some instances where special standards are necessary to maintain or create a particular character for a certain area, standards may vary by sub-district. These variations are marked by an asterisk (*).

PERMITTED USES*

0.1 <u>Permitted Ground Floor Uses for the City Center Sub-District.</u>

A. Retail sales and services.

1. Retail stores, including the following and other similar activities that are located in premises with a storefront-type facade and that typically generate a significant amount of foot traffic: antique shops, clothing stores, electronic equipment stores, florist shops, gift shops, grocery and drug stores, hardware stores, jewelry stores, music stores, pet supply stores, photographic equipment and supply stores, shoe stores, specialty foods, and sporting goods stores. This category excludes all drive-through or drive-up facilities, all automobile-related sales and services, and all service commercial uses, such as electrical supply, plumbing, heating, and/or air conditioning equipment and supply, film laboratories, furniture and appliances, plumbing shops, repair shops, equipment sales and rentals.
2. Business and personal service shops, including the following and other similar services that are

located in premises with a storefront-type facade and that typically generate a significant amount of foot traffic: barber & beauty shops, banks and financial institutions, dry cleaning; nail salons, interior decorating studios, photocopy shops, shoe repair, and video rental & sales. This category excludes social services, i.e. uses of an educational, religious, cultural, or public service nature such as educational facilities, churches, and public and non-profit organizations.

B. Restaurants and other eating establishments located in premises with storefront-type facades including coffee shops/bakeries, sandwich shops, delicatessens, ice cream shops, and other similar enterprises. Restaurants and other eating establishments located in a single free-standing building and drive-up or drive-in restaurants are not permitted in this district; however walk-in food takeout establishments are permitted.

   1. Chairs and tables for outdoor dining that is accessory to an eating establishment may be permitted in the public right-of-way (i.e., in sidewalk areas) provided that the business operator obtains a sidewalk encroachment permit from the City of San Fernando, and adheres to the following requirements:

      a) The activity maintains a minimum five-foot wide sidewalk corridor which is clear and unimpeded for pedestrian traffic.

      b) The activity maintains a minimum three-foot wide clearance from the building entrance and all points of entry for building access.

      c) All outdoor furniture must be of commercial grade (i.e., manufactured for outdoor commercial use) with attractive, sturdy and durable materials. Tables should be no larger than two and one-half (2 ½) feet in any dimension.

      d) Other requirements specified by the Public Works Director or designee.

   2. Alcoholic beverages may be served for on-site consumption in conjunction with the operation of a restaurant provided that a conditional use permit is obtained pursuant to 2.4 (A).

C. Civic and cultural facilities, including libraries, public recreation facilities, museums, and art galleries.

D. Publicly-owned parking structures and facilities.

E. Business, professional, and government, medical and dental offices are permitted at the ground level on parcels fronting Truman Street except for parcels at the intersection of Truman and Maclay.

F. Additional uses: other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this sub-district.

Note: Any sale of alcoholic beverages in this district is subject to *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 4, Subdivision II (Section 106-176 et seq.), except as otherwise provided in *2.4 (A)*.

0.2 Permitted Ground Floor Uses within the Shopfront Overlay.

A. Retail sales and services, as described in 2.1 (A), above.

B. Restaurants, as described in 2.1 (B), above.

C. Civic and cultural facilities, including libraries, public recreation facilities, museums, and art galleries.

D. Additional uses: other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this sub-district.

Note: Any sale of alcoholic beverages in this district is subject to *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 4, Subdivision II (Section 106-176 et seq.), except as otherwise provided in *2.4 (A)*.

0.3 Permitted Upper Floor Uses for the Entire City Center Sub-District

A. Business, professional, and government offices.

B. Health and exercise clubs.

C. Lodging such as bed-and-breakfasts, hotels, rooming and boardinghouses, or other accommodations for dwelling, sleeping or lodging, except within 200 feet of a railroad right of way. (Lobbies providing entrance to such facilities may occur on the first floor).

D. Medical and dental offices.

E. Public clubs, lodges and halls.

F. Schools for business and professional practice, performing and fine arts, and vocational training for trades.

G. Studios for design, production of graphics and art and similar workplaces.

H. Studios for physical activity and instruction including exercise and physical therapy, dance, martial arts, and similar activities.

I. Additional uses: other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this district.

0.4 Permitted Upper Floor Uses within the Mixed-Use Overlay.

A. Business, professional, and government offices.

B. Health and exercise clubs.

C. Live-work and home occupations, where an occupation, hobby or profession may be conducted within a dwelling, provided the following:

1. Residential use must be the predominant use of the unit, and commercial activity should be secondary. Permitted home occupation commercial activities shall be classified as a business and shall be subject to San Fernando City Code Chapter 106 (Zoning), Article VI, Division 9 (Section 106-1241 et seq.) regulating home occupations.
2. Activity is limited to office and studio workplace activities including the making of arts and crafts, and other activities compatible with residential use.
3. Use is open to client visitation only by appointment; walk-in trade is not permitted.
4. The maximum number of employees discounting the owner/occupant is limited to two.

D. Lodging such as bed-and-breakfasts, hotels, rooming and boardinghouses, or other accommodations for dwelling, sleeping or lodging, except within 200 feet of a railroad right of way. (Lobbies providing entrance to such facilities may occur on the first floor).

E. Medical and dental offices.

F. Public clubs, lodges and halls.

G. Residential (multiple-family dwellings, including townhouses, condominiums, and apartments).

H. Schools for business and professional practice, performing and fine arts, and vocational training for trades.

I. Studios for design, production of graphics and art and similar workplaces.

J. Studios for physical activity and instruction including exercise and physical therapy, dance, martial arts, and similar activities.

K. Additional uses: other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this district.

0.5 Conditional Uses for the Entire City Center Sub-District.

Conditional uses shall be reviewed in terms of the location, design, configuration and impact of the proposed use, per *San Fernando City Code* Chapter 106 (Zoning), Article II Division 4 (Section 106-141 et seq.). The following conditional uses may be permitted:

A. Alcoholic beverages may be served for on-site consumption ancillary to the operation of a sit-down restaurant with table service that is a "bonafide public eating place" as that term is defined in San Fernando City Code Section 106-177, if a conditional use permit is obtained pursuant to San Fernando City Code Article II, Division 4, Subdivision II (Section 106-176, et seq.), except that the distance separation requirement for on-sale conditional use permits provided in paragraph (1) of Section 106-180 shall not apply.

B. Adult businesses, subject to the limitations of San Fernando City Code Chapter 106 Article VI, Division 2 (Section 106-1021 et seq.) with the further limitation that permitted use is limited to sales of merchandise. Adult theaters, massage parlors and modeling studios, adult motels or hotels or other adult entertainment uses are not permitted.

C. Entertainment uses such as nightclubs, billiards / pool parlors, provided that they do not exceed a maximum floor area of 3,000 square feet, and that they are operated so as not to create any nuisance for adjacent residential uses.

D. Lodging such as bed-and-breakfasts, hotels, rooming and boardinghouses, or other accommodations for dwelling, sleeping or lodging, except within 200 feet of a railroad right of way. (Lobbies providing entrance to such facilities may occur on the first floor).

E. Offices for social, cultural or public services such as public and non-profit organizations, on upper floors only.

F. Public assembly uses such as banquet halls and meeting or conference facilities, and venues/auditoriums for the performing arts and movie theatres, provided that such activities must be conducted so as not to create any nuisance for adjacent residential uses.

G. Privately-owned parking structures and facilities provided that a minimum of 60% of the street frontage shall be comprised of business uses with retail-type storefronts or other pedestrian activity generating uses.

H. Additional uses with a conditional use permit: other similar and compatible uses determined by the planning commission to meet the purpose and intent of this district and of the San Fernando Corridors Specific Plan.

0.6 Permitted Uses within the Mixed Use Corridor Sub-District.

A. Accessory units, buildings and structures such as a garage, workroom, storage shed, recreation room or cabana located on the same lot as a principal residential use.

B. Administrative, professional, and governmental offices.

C. Commercial recreation uses (non-public assembly) such as billiards and pool parlor, bowling alleys, and skating/skateboard venues.

D. Banks and other financial institutions such as credit unions, loan companies, title companies etc.

E. Health and exercise clubs.

F. Medical and dental offices.

G. Neighborhood retail and service shops shall be located in ground floor premises of a mixed use building. Storefront-type facades are permitted on parcels fronting San Fernando Road only. Permitted retail and service uses include those intended to meet the convenience needs of nearby residential, such as small grocery stores, pharmacies, video rental & sales, dry cleaners and laundromats, restaurants, cafes or other food-related sales.

H. Studios, including design professional and artist studios (all media), recording studios, television, movie and media arts production studios, photography studios, post-production studios, dance, exercise and martial arts studio.

I. Additional Uses: other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this sub-district.

Note: Any sale of alcoholic beverages in this district is subject to *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 4, Subdivision II (Section 106-176 et seq.).

0.7 Conditional Uses in the Mixed Use Corridor Sub-District.

Conditional uses shall be reviewed in terms of the location, design, configuration and impact of the proposed use, per San Fernando City Code, Chapter 106 (Zoning), Article II, Division 4, Subdivision I, (Sec. 106-141 et seq.). The following conditional uses may be permitted:

A. Drive-up windows in conjunction with an above permitted use, provided that it will not interfere with pedestrian traffic or service along public streets. All drive-up window lanes shall be oriented toward and be accessed from Truman Road; vehicular access from San Fernando Road is not permitted.

B. Full service sit-down restaurants, drive-up or drive in places not included.

C. Live-work and home occupations, where an occupation, hobby or profession may be conducted within a dwelling, provided the following:

   1. Residential use must be the predominant use of the unit, and commercial activity should be secondary. Permitted home occupation commercial activities shall be classified as a business and shall be subject to San Fernando City Code Chapter 106 (Zoning), Article VI, Division 9 (Section 106-1241 et seq.) regulating home occupations.
   2. Activity is limited to office and studio workplace activities including the making of arts and crafts, and other activities compatible with residential use.
   3. Use is open to client visitation only by appointment; walk-in trade is not permitted.
   4. The maximum number of employees discounting the owner/occupant is limited to two.

D. Lodging such as bed-and-breakfasts, hotels, rooming and boardinghouses, or other accommodations for dwelling, sleeping or lodging, provided the following:

   1. Use is not located within 200 feet of a railroad right of way.
   2. Use type and hours of operation are compatible with any adjacent residential uses.

E. Parking structures and facilities, provided that a minimum of 60% of the street frontage facing San Fernando Road is lined with storefront-type facades and occupied by pedestrian activity generating uses such as the neighborhood retail and service shops, offices and studios as permitted in the sub-district.

F. Public Assembly uses such as movie theater, meeting/conference facilities and banquet halls.

G. Residential (multiple-family dwellings, including townhouses, condominiums, and apartments), except that no residential dwellings are permitted within 200 feet of a railroad right of way. .

H. Additional uses permitted with a conditional use permit: other similar and compatible uses deemed by the Planning Commission to meet the purpose and intent of this sub-district and of the San Fernando Corridors Specific Plan.

0.8 Permitted Uses in the Auto Commercial Sub-District.

A. Automobile manufacturer franchise dealerships, and associated sales and services.

B. Parking structures and facilities.

C. Additional uses: Other similar and compatible uses deemed by the Community Development Director to meet the new auto sales purpose and intent of this sub-district.

0.9 Conditional Uses in the Auto Commercial Sub-District

A. Administrative, professional and government offices, and workplace studios.

B. Retail sales and service commercial uses.

C. Additional uses permitted with a conditional use permit: Other similar and compatible uses deemed by the Planning and Preservation Commission to meet the purpose and intent of this sub-district and of the San Fernando Corridors Specific Plan.

DEVELOPMENT INTENSITY

0.10 Residential Density.

1. For residential development within the Mixed-Use Overlay, the minimum density is 24 dwelling units per acre and maximum density is 50 units per acre.
2. For residential development within the Mixed-Use Corridor Sub-District, the maximum residential density is 36 dwelling units per care acre.

0.11 Floor-Area-Ratio.

For all development, including residential, the maximum Floor-Area-Ratio (FAR, defined as the floor area of the building divided by the total project site area) is 3.0. Parking facilities shall not be included in these calculations.

1. Density Bonus – Within the Mixed-Use Overlay, the maximum FAR may be increased to 3.5.

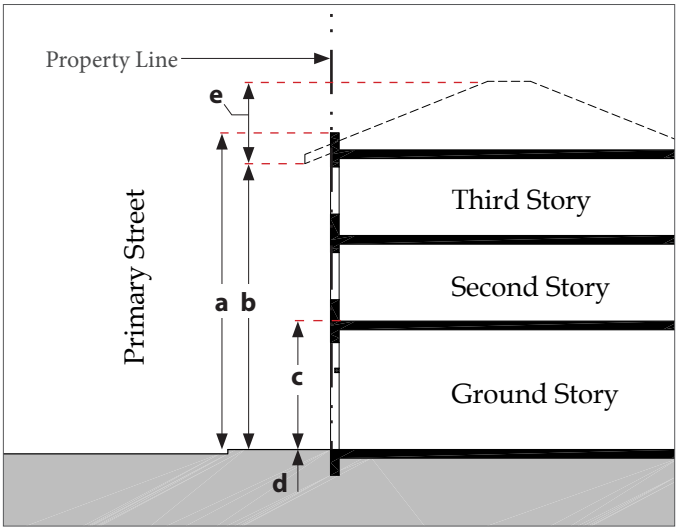
HEIGHT

0.12 Height.

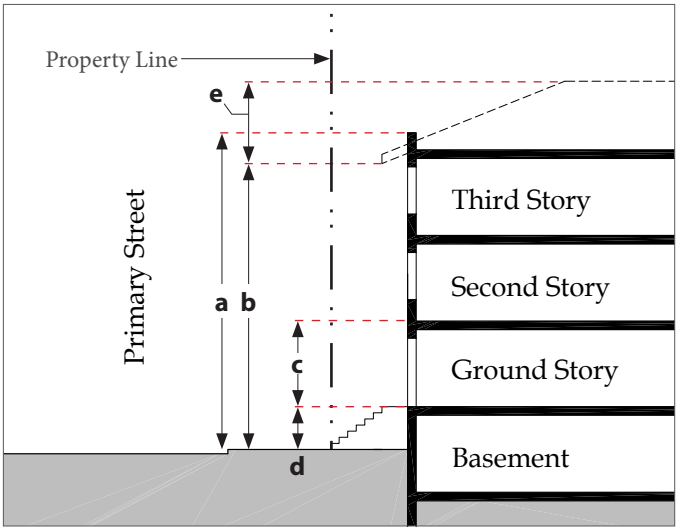
Height as measured from sidewalk or finished grade to top of flat roof, cornice, parapet, or eave line of a peaked roof.

A. Buildings must maintain a minimum height of 24 feet; this may be constructed as a single story building with a parapet. Buildings may not exceed a total maximum height of 3 floors or 40 feet, whichever is less.

Ground floor at grade



Above grade basement



Frontage Element		Min.	Max.
a	Height to top of parapet	24 ft.	40 ft.
b	Height to bottom of eave	24 ft.	40 ft.
c	Ground floor to floor height	14 ft.	-
d	Ground floor above sidewalk or grade	0 ft.	5 ft.
e	Pitched roof height above eave	-	10 ft.

1. Special Condition within Mixed-Use Overlay: buildings may not exceed a total maximum height of 4 floors or 50 feet, whichever is less.
2. Special Condition adjacent to Existing Single Family Residential: buildings sited adjacent to or backing onto R-1 zoned property that is developed with an existing single family dwelling must step down in height so that no single façade wall extends more than 10 feet above the height of the adjacent single family façade within a distance of 15 feet from the property line.
3. Special Condition: For properties fronting Celis Street between Huntington Street and Kalisher Street, buildings must step down in height to a maximum of 2 floors and 24 feet along the street frontage.
4. Pitched roofs may exceed the height limit by no more than ten (10) feet.

B. Accessory buildings, including non-dwelling units such as freestanding individual car garages, service structures and tool sheds, may be a maximum of 12 feet in height.

C. Exceptions - subject to City review:
1. Special architectural features, such as uninhabited towers (clock, bell, observation) or entry volumes, may exceed the maximum height by no more than 10 feet.
2. Rooftop structures, such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos, may exceed the height limit by ten (10) feet, provided they are set back a minimum of ten (10) feet from building walls and are screened on all sides by a parapet or sloping roof that is architecturally integrated within the building design.

SETBACKS*

0.13 Front Setback for the City Center and Mixed-Use Transition Sub-Districts

A. All non-residential ground-floor uses are required to be built to the front property line or the back of sidewalk.

B. Exceptions – subject to City Review:
1. A portion of the building frontage may be recessed to provide for courtyards, forecourts, entry plazas or similar features, provided the following:
   a) Courtyard recess is enclosed by buildings on three sides, with storefront entrances and windows fronting onto the courtyard.
   b) Courtyard recess extends no longer than 60′ along the front property line.
   c) Courtyard recess extends no deeper than 25′ from the front property line.
2. Buildings facing Truman Street shall be setback as necessary to accommodate a minimum 12 foot wide sidewalk as measured from the face of curb to the face of building.

C. All ground floor residential uses are required to be set back a minimum of ten (10) feet from the front property line or the back of sidewalk; maximum setback is fifteen (15) feet.

D. Where a building is sited on a parcel with frontage on both Truman Street and San Fernando Road, the building shall front San Fernando Road.

E. For buildings fronting Celis Street between San Fernando Mission Boulevard and Hubbard Avenue, the minimum setback is ten (10′) feet from back of sidewalk.

F. Architectural elements attached to the building façade, such as columns or piers, may extend into the public right-of-way up to a maximum of one (1) foot.

G. Trellises, canopies and awnings may extend horizontally into the public right-of-way up to a maximum of six (6) feet, provided they allow for a minimum of eight (8) feet clear height above sidewalk grade.

H. At corner parcels, front build-to-line requirement applies to both street frontages.

0.14 Front Setbacks for the Auto Commercial Sub-District.

A. For all buildings fronting Truman Street, the minimum setback is fifteen (15′) feet; there is no maximum setback. Parking areas may not be located between building frontage and the front property line, and front setback areas must be landscaped as described in 6.3 Landscape and Screening, below.

B. Front entrances, entrance porticos, canopies and special architectural features (meaning those that do not increase the interior floor area of the property, i.e., balconies or bay windows) may extend a maximum of five (5) feet beyond the front setback line.

0.15 Side Setback for the City Center and Mixed-Use Corridor Sub-Districts.

Buildings are required to be built to the side property line. However, side setbacks may be allowed to provide for driveways and pedestrian pathways, to a maximum of 12 feet.

0.16 Side Setbacks for the Auto Commercial Sub-District.

For all buildings, minimum side setback is five (5) feet, and maximum setback is fifteen (15) feet.

0.17 Rear Setback.

There are no rear setback requirements in the Downtown District.

0.18 Setbacks for Parking Lots and Structures.

A. New surface parking lots may not front onto Maclay Avenue or San Fernando Road. At-grade parking lots fronting other streets shall be set back a minimum of five (5) feet from all property lines. The perimeter of parking lots shall be landscaped as described herein below in 6.3 Landscaping & Screening.

B. Freestanding parking structures may be built to the property line.

SITE DEVELOPMENT

0.19 Driveway Access.

A. Driveway access must be located along streets other than Maclay Avenue or San Fernando Road wherever possible (i.e. from side streets or rear alleys). Where only front access is available, driveways should be constructed according to the following Standards.

   1. The maximum number of curb cuts associated with a single building is two (2) one-way curb cuts. Otherwise, the maximum number of curb cuts is two (2) one-way curb cuts per one hundred fifty (150) feet of street frontage.
   2. The maximum width of curb cuts is twelve (12) feet for one-way driveways and twenty (20) feet for two-way driveways.

B. Service access must be from side streets, rear alleys and rear parking areas.

0.20 Open Space.

A. Commercial and Office Development: Developments of greater than 30,000 square feet shall provide a minimum of one hundred (100) square feet of publicly accessible open space for every 2000 square feet of ground floor retail space constructed, and a minimum of one hundred (100) square feet of publicly accessible open space for every 1000 square feet of office space constructed. Open space provision shall not include required setback areas. Open space may be constructed on- or off-site, or be satisfied through payment of an in-lieu fee to fund the construction of public open space in the Downtown District. (See the *Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for design of open space, including front setback areas.)

B. Residential Developments: Outdoor space shall be provided as follows:

   1. A minimum of one hundred fifty (150) square feet of usable publicly accessible open space per residential dwelling unit. Open space provision shall not include required setback areas. Common open spaces for residential uses must be constructed on-site. Publicly accessible open space may be constructed on- or off-site. (See the Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting for design of open space.)
   2. A minimum of sixty (60) square feet of private open space per residential unit. Patios, porches, balconies, terraces, and decks may be used to provide private space within multi-family structures, at a minimum dimension of six (6) feet in any one direction. Private areas should be adequately separated to ensure the privacy of the units.

C. For Mixed Use Developments, publicly accessible open space provided will count towards the minimum public open space requirements for all uses.

D. All open spaces shall be publicly accessible during daylight hours, and shall be designed to connect with public rights-of-way and adjacent public open spaces in the vicinity.

E. For all developments, the developer shall record binding agreements ("CC&R's") addressing issues of common interest regarding maintenance of public accessibility to open space, tree planter areas, planting strips, and walks.

0.21 Landscaping & Screening.

A. For all buildings, front setback areas within 12 feet of face of curb shall be hardscaped with concrete to match adjacent sidewalk.

B. For buildings with ground floor residential ground floor uses, remaining setback shall be landscaped, by the installation of shrubs, ground cover, and trees, over at least 50% of the front setback area, exclusive of driveways.

C. A minimum five (5) feet wide planting area must be established at the perimeter of parking lots and driveways within the required setback area. Where parking lots are sited adjacent to or backing onto residential buildings, the parking lot should also

be screened with an attractive screen fence or low wall, and planted with ground cover and trees adjacent to the screening fence or wall at a maximum spacing of twenty (20) feet on center.

D. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, must be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Rooftop equipment must be screened on all sides and must be integrated architecturally in the building design. Trash facilities and recycling containers must always be within structural enclosures.

E. Rooftop equipment must be screened from view and architecturally integrated into the building design.

0.22 Lighting.

A. All exterior area lighting shall be provided by full cut-off fixtures (where no light is emitted above the horizontal plane) with the light source fully shielded or recessed to preclude light trespass or pollution on adjacent or abutting property.

B. All exterior area lighting adjacent to residential uses shall be located and designed to prevent light spill into residential units.

C. Freestanding luminaires shall be mounted no higher than eighteen (18) feet, measured from the finished grade. Building-mounted luminaires shall be attached to walls or soffits (the undersides of ceilings or overhangs), and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater(Please refer to the *Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for lighting design.)

D. All decorative up-lighting, such as those illuminating building facades or landscaping, shall be operated on timers that turn off illumination after 12 midnight nightly.

0.23 Utility Easements.

A. All public utility easements must be provided under or immediately adjacent to new public rights-of-way, or within other public easement areas acceptable to the Public Works Director.

B. All on-site utilities shall be placed underground unless specified otherwise by the Public Works Director.

SIGNAGE REGULATIONS*

0.24 Permitted Sign Types.

A. All permanent signs are subject to design review, as per *San Fernando City Code* Chapter 106 (Zoning), Article V, Division 5, Section 106-927. A sign permit shall be required prior to the placing, erecting, moving, reconstructing, altering or displaying of any sign within the district.

1. Building-mounted signs, including wall signs and projecting signs, are permitted.
   a) Individual lettering or characters or logotypes on signs may not exceed three (3) feet in height.
   b) Wall signs should be located above the storefront of the building, in the sign band or on other useable wall area below the sign band. Wall signs may not project more than four inches from a building, and may not extend above the roofline or parapet wall of the building.
   c) Projecting signs must be placed at minimum ten (10) feet above the ground, and must not project more than four (4) feet from the building face. They may not extend above the top of the storefront cornice or parapet, unless approved by the Community Development Director in conjunction with a sign plan for the building as a whole that is determined to be complimentary to the building's design.
   d) No sign display may be painted directly onto the wall of a building.
2. Awning and canopy signs are permitted.
   a) Sign copy (letters and graphics) on awnings is limited to the front valence of the awning, and must consist of no more than one line of lettering. Individual lettering or characters or logotypes comprising this line may not exceed twelve (12) inches in height.
   b) Awnings must generally be centered over the entrance or storefront, and located a minimum 10 feet above the ground. Awnings and canopies should not obscure transom or clerestory windows.
3. Window signs are permitted.
   a) The combination of all window signs, including both primary and temporary window signs may not cover more than twenty-five percent (25%) of the total window area. Individual letters on windows may not exceed twelve (12) inches in height.

4. Free standing signs and pole signs are not permitted. Exceptions include:
    a) Directory signs or kiosks, to a maximum height of four (4) feet, and a maximum area of thirty (30) square feet. These may be considered for sidewalk locations; those for private arcades or building complexes should be on private property, located in publicly accessible courts, access ways or passages. Proposed locations are subject to design review for pedestrian and ADA clearance and conformance with street and sidewalk character.
    b) Portable signs for restaurants only, i.e. sandwich and menu boards for restaurants only, provided they are stored indoors after hours of operation.
    c) Signs attached to architectural elements such as archways, trellises, and entry piers are permitted only for addresses, project identity signs, or directories.
    d) Parking entry and incidental traffic control signs.
5. Roof-top mounted signs are permitted:
    a) Only one roof sign maximum is provided per building;
    b) Roof sign is only allowed only on buildings at least 100 feet in length;
    c) The structure supporting the sign is integral to the design and architectural style of the sign;
    d) Lighting is exposed neon on a decorative background or from external sources not visible from the ground or that are an integral part of the sign design; and
    e) Colors and materials shall complement those of the building.
6. Temporary banner signs shall not exceed a maximum area of thirty (30) square feet, and shall be limited to the width of the storefront for the business displaying the banner sign. No more than one banner sign is permitted per street frontage per business, unless otherwise approved by the Community Development Director.

0.25 Sign Area.

A. For primary building frontage, the sum total area for any combination of permitted sign types is one (1) square foot per one (1) linear foot of ground-floor tenant street frontage, not to exceed 100 square feet of total sign area, or 50 square feet in any single sign face display. This total includes both ground-floor and upper story uses.

B. For secondary building frontage, the allowable sign area is one-half (0.5) square foot per one (1) linear foot of tenant street frontage, not to exceed 50 square feet of total sign area. Any signs facing abutting residentially zoned property shall have no internal illumination, and any spotlights or other sources of illumination shall be shielded to prevent glare.

C. Roof signs may be no longer than 50 feet, no taller than 15 feet, and no thicker than 12 inches.

D. Exception: Use of no more than thirty (30) percent of the sign area from primary and/or secondary building frontages for building frontages facing a public right-of-way and/or on-site parking facility may be submitted for review and approval by the Community Development Director as part of a special sign permit application.

0.26 Sign Area for the San Fernando Mall Sub -District.

A. For primary building frontage, the sum total area for any combination of permitted sign types is two (2) square foot per one (1) linear foot of ground-floor tenant street frontage, not to exceed 120 square feet of total sign area. This total includes both ground-floor and upper story uses.

B. For secondary building frontage, the allowable sign area is one (1) square foot per one (1) linear foot of tenant street frontage, not to exceed 50 square feet of total sign area.

0.27 Sign Content.

A. Signs displayed pursuant to this section shall refer only to businesses or occupants located on the premises where the signage is located and only to products and/or services available on the premises.

B. Each business or building occupant with exterior sign display shall include within its sign content the name of the business or occupant in letters of the roman alphabet that are at least six inches in height, and that are legible to the public and to emergency service responders.

C. All signs pertaining to the sale of alcoholic beverages or to the sale of tobacco products shall comply with *San Fernando City Code,* Chapter 106, Article V, Division 5, Sections 106-940, and 106-941.

PARKING

0.28 Vehicular Parking Requirements.

The minimum number of off-street parking spaces required for each category of use shall be achieved through shared public parking, or where shared parking is determined not to be possible by the Community Development Director, through provision of private spaces, as follows. For some uses a maximum number of off-street parking spaces is also indicated below, in order to promote the efficient use of land and to provide a better pedestrian environment in the district. Parking requirements for renovation, enlargements or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher intensity use.

Requirements may be satisfied either on-site, on-street along adjacent public street frontages, by constructing or purchasing spaces in off-site parking structures, and/or by payment of an in-lieu parking fee to fund shared public parking. Curbside parking directly in front of a parcel, including partial spaces where at least seventy-five percent (75%) of their length lies directly in front of a parcel, may count towards minimum parking requirements for that site.

A. Shared Parking Agreements - Shared parking should be implemented throughout the Downtown District, especially where nearby uses generate parking demands during different hours. Shared parking will be approved provided the area where the sharing occurs is not heavily impacted by a parking shortage as determined by a parking study prepared and updated periodically for the city parking authority and provided:
    1. A shared parking agreement is developed between property owners and the agreement is approved by the planning department for review prior to recording the agreement with the county recorder; and
    2. A conformed copy of the recorded shared parking agreement is transmitted to the planning director prior to issuance of a building permit.

B. Individual Uses – Should shared parking be determined to be unachievable by the Community Development Director, individual uses must provide parking as follows:
    1. Business, professional, and government offices; and offices for public and non-profit organizations: Minimum - 1 space per 400 square feet (2.5/1,000 sf) of floor area; Maximum - 1 space per 200 square feet (5/1,000 sf) of floor area.
    2. Civic and cultural facilities: Minimum - 1 space for each 400 square feet (2.5/1,000 sf) of floor area.
    3. Health and exercise clubs: Minimum - 1 space per 200 square feet (5/1,000 sf) of floor area; Maximum - 1 space per 100 square feet (10/1,000 sf) of floor area.
    4. Lodging: Minimum - 1.125 spaces per unit (one space for each living or sleeping unit, plus one space for each 10 such units); Maximum - 2 spaces per unit.
    5. Medical and dental offices: Minimum - 1 space per 150 square feet (6.6/1,000 sf) of floor area; Maximum - 1 space per 100 square feet (10/1,000 sf) of floor area.
    6. Mixed Use Development: When there are two or more different uses located on the same lot or within the same building, the total number of parking spaces required shall equal the sum of requirements, including fractional amounts, for each use, unless shared parking is possible. When, as a result of computation, the total number of parking spaces results in a fractional amount, any fraction less than one-half shall be disregarded, and any fraction equal to or greater than one-half shall require one parking space.
    7. Public assembly uses (including banquet halls and meeting or conference facilities, venues/ auditoriums for the performing arts and movie theatres; public clubs, lodges and halls; and entertainment uses): Minimum - 1 space for each 5 fixed seats or 1 space per 50 square feet of floor area used for assembly purposes.
    8. Residential, live-work and home occupations: Minimum - 1 space per one-bedroom unit, 2 spaces per two-bedroom unit or larger; one additional guest space per five (5) dwelling units (or two-tenths (0.2) spaces of guest parking per unit). Guest parking may be provided on-site, off-site through payment of an in-lieu fee or through a shared parking agreement.
    9. Restaurants and other eating and drinking establishments: Minimum - 1 space per 300 square feet (3.3/1,000 sf) of floor area; Maximum - 1 space per 60 square feet (16.5/1,000 sf) of floor area.
    10. Retail sales and services (including banks and financial institutions): Minimum - 1 space per 300 square feet (3.3/1,000 sf) of floor area; Maximum - 1 space per 150 square feet (6.6/1,000 sf) of floor area.

11. Schools for business and professional practice, performing and fine arts, and vocational training for trades: Minimum - 1 space for each 125 square feet (8/1,000 sf) of teaching area.
12. Studios: Minimum - 1 space per 500 square feet (2/1,000 sf) of floor area.

0.29 Bicycle Parking Requirements.

A. For all uses, there shall be one (1) off-street bicycle parking space per ten (10) automobile parking spaces as required above.

B. Off-street bicycle rack facilities for separate uses may be provided collectively if the total number of spaces provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to.

0.30 Off-Street Parking Lots, Garages, and Podiums.

A. Location: Surface parking lots, garages, and exposed podiums may not front primary streets within the Downtown District. Parking lots and structures should be located at the rear or at the side of buildings.

B. Design: The layout and design of parking lots and areas, including access to required parking spaces, turning radii, angle of parking and aisle width shall be as set forth in parking lot design standards adopted in accordance with *San Fernando City Code* Chapter 106 (Zoning) Article V, Division 3, Subdivision III, Section 106-868.

1. The perimeter of parking areas and driveways must be landscaped as described herein above in *6.3 Landscaping & Screening*.
2. Surface parking areas must be planted with shade trees at a ratio of at least one (1) tree for every four (4) spaces. They must also meet the landscape requirements in accordance with *San Fernando City Code* Chapter 106 (Zoning), Article V, Divi-sion 3, Subdivision II, Section 106-833, and lighted in accordance with *Code* Section 106-834.

STREET DESIGN STANDARDS

See Chapter 6 (Capital Improvements).

NOISE

0.31 Maximum Noise Levels.

Sounds generated from all sources within the district shall be subject to the limitations specified in the *San Fernando City Code*, Chapter 34, Article II (Noise),(Section 34-26, et seq.).

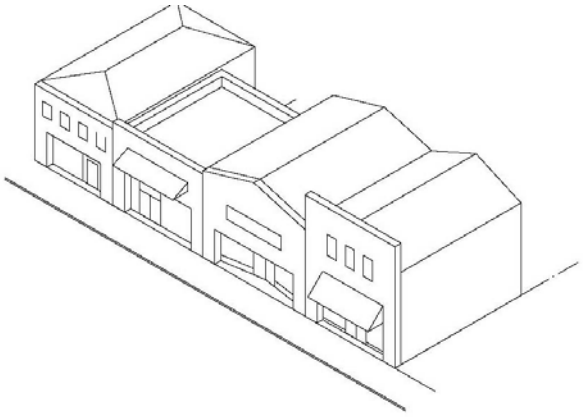
MUNICIPAL CODE STANDARDS

0.32 Applicable Regulations

The development and occupancy of property in the Downtown District shall be subject to the provisions and procedures of the *San Fernando City Code*, except that the permitted and conditional uses and the development standards for the Downtown District as specified herein above shall supersede any conflicting regulation of the municipal code.

Downtown should be the most active, vibrant part of the City.

The San Fernando Mall should continue to be a destination shopping center.



Buildings are required to be built to the property line, to create a consistent "street wall" along the sidewalk

The Downtown District -

The City Center
Mixed-Use Corridor and
The Auto Commercial Sub-Districts

Design Guidelines

PURPOSE

The Downtown District is intended to be the most vibrant part of the city. It is intended as a center for its citizens, the place where its residents come together to shop and engage with the rest of their community. The design of the buildings in this district should support that role by providing interest and activity at the scale of the pedestrian. Buildings should be multi-storied (as is appropriate in the city's densest district), with the focus placed on the ground level. Building design elements should encourage interaction, with a high level of detail to stimulate the eye, generous windows to provide visibility into downtown activities and businesses, and an overall character that holds the district together as a recognizable, unified center of the community.

The Downtown District at one time contained a number of significant buildings that contributed to its unique character. However, much of the downtown's historic architecture was damaged or destroyed in the 1971 earthquake. Post-earthquake architecture has developed with little stylistic relation to the city and region. The design guidelines that follow will ensure that new buildings support not only the identity of the city, but specifically the Downtown District, creating a collection of buildings that contribute to the recognition of the district as the "center of the city".

BUILDING MASS AND INCREMENT

0.1 Building Siting and Orientation:

Buildings should be sited to define the street edge of the Maclay and San Fernando corridors in the Downtown District, by establishing a continuous building wall along their primary street frontages.

1. Buildings should orient towards their primary street frontage, fronting either Maclay Avenue, Truman Street, or San Fernando Road. Where a parcel has frontage on both Truman Street and San Fernando Road, buildings should front San Fernando Road. Buildings should not orient to parking lots at the sides or rears of buildings.

2. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street. Frontages should be public in nature and open to view from the street.
3. Buildings are required to be built to the property line (see Development Standards for the Downtown District), to create a consistent "street wall" with active storefronts and other facades along the sidewalk. Where portions of the building frontage are recessed for entryways, recessed areas should be treated as part of the public sidewalk, with special design elements, detailing and paving.

0.2 Horizontal Mass - Commercial and Mixed-Use Buildings:

Facades of commercial and mixed-use buildings should be architecturally subdivided into segments that correspond to the small-scale increment of the Downtown District's historic development pattern. Building increments should range from the typical lot increment of twenty four (24) feet wide, to a maximum of thirty (30) feet wide. Some methods of creating building increment are listed below:

1. Vertical architectural features:
   a. Apply a vertical pier, pilaster or column between facades. The maximum horizontal protrusion of pilasters into the public right-of-way should be six (6) inches.
   b. Apply a vertical slot or recess between facades with a six (6) inch minimum recess depth and a fifteen (15) inch minimum width.
2. Individualized roof forms:
   a. Use variation in roof forms to subdivide the building profile, by utilizing different forms over towers, bays or other building volumes.
   b. Utilize a change in roof pitch or orientation at special places along the facade.
3. Towers or building volumes:
   a. Project a part of the building volume out away from the façade; such as a horizontal mass that punches out horizontally, or as a vertical tower that holds several stacked rooms.
   b. Insert a tower with a roof extending above the main building volume, into the facade.
4. Window/façade composition:
   a. From one façade segment to the next, use different window sizes, orientations (e.g. horizontal or vertical proportions), and/or operating types (e.g. single-hung, multi-pane, etc.) to create variety. Windows should maintain consistency in

Buildings of different heights along Ventura's Main Street.

Building increment can be created by a vertical pilaster or column between facades.

Building increment can be created by extending the parapet up at the building corners.

A four story building with a ground floor base that is sclaed to adjacent one-story buildings.

A rowhouse building that is horizontal in massing with a greater length than height.

Windows, entrances, and balconies create modules along this building facade and help clearly mark the entrance to each unit.

shape and in location across the facade; while variation is recommended, the overall effect should still create a harmonious pattern across the facade.

5. Change in storefront facade:
   a. Ground-floor facades should be designed to give individual identity to each retail establishment. Each shop should have a distinct façade with a unique character.
   b. At adjacent storefronts, the change in establishments should be clearly evident through a change in storefront façade, for example different base material, window type, and/or door type. This is particularly important for storefronts located in the same building.

0.3 Horizontal Mass - Residential Buildings within the Mixed-Use Corridor Sub-District:

Buildings in the Mixed-Use Corridor Sub-District should be horizontal in massing, and where possible should have a greater length than height. The overall mass of buildings should be subdivided to modules that express the individuality of each unit, or group of units. Each module should use building volumes or architectural features such as wall breaks, projections, distinct color schemes and individual roof treatments to distinguish them from the larger mass of the building. Modules should occur at a maximum of every fifty (50) feet across the façade. Some methods of breaking up horizontal mass are noted below.

1. Openings and Façade Elements:
   a. Use grouping of façade elements, such as windows and balconies, to create modules along the building facade. Façade elements should be of a consistent size and style so they are readable from module to module.
   b. Use building projections, overhangs or other articulation at entranceways of each module to clearly mark the entrance to each unit or module of units.
2. Building Volume and Massing:
   a. Design building facades to give individual identity to each vertical module, for example use building projections to denote each segment as a grouping of units.
   b. Project a part of the building volume from the façade, such as a horizontal mass that punches out horizontally, or a vertical tower that holds several stacked rooms.
3. Building Wall:
   a. Use detailing or a change in material to punctuate building modules - for example use brick

framing to call out a building bay. Changes in material should be accompanied by a change in plane.

b. Vary portions of the building wall along the front "build-to" line, using porches, bays or building volumes to create change along the front facade.

4. Individualized Roof Forms:

a. Use individual roof forms; for example, provide separate roofs over each module of units, or a single roof that expresses individual units through a series of smaller gables or dormers.

b. Utilize a change in roof type (e.g., shed to gable) or orientation at special places along the façade, with shifts in height and design along the street facade.

0.4 Base Treatment:

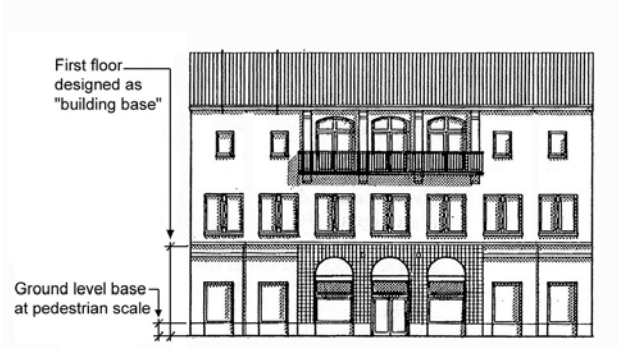
Because of the pedestrian nature of the Downtown District, all buildings should maintain a readable base treatment that visually establishes a human scale at the horizontal ground plane. Base treatment should extend around all visible sides of a building. In the Downtown District, base treatments should occur at two scales:

1. At the individual scale of a person, between one and one-half and three feet (1½ - 3') in height. Ways of accomplishing this include the creation of a base ledge (for example a visibly thicker portion of the building wall) along the ground, or by a material and/or color change of the base wall relative to the building wall above.
2. At the scale of the building, marking the ground floor of a multi-story building. This may be created by designing the ground floor of the building to read as heavier than the stories above (e.g. of darker color and/or a stronger material such as masonry), or by a horizontal architectural feature at the first story, such as a ground-floor arcade, loggia or colonnade, a protruding horizontal band, or a cornice line.

0.5 Corner Buildings:

Buildings located at intersections should be designed to define and give prominence to the corner on which they are sited, by acknowledging both street facades with façade articulation and detail. Techniques include:

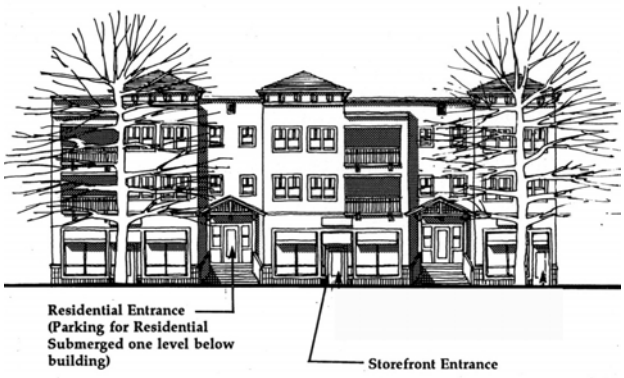
1. Creation of a landmark roof form, such as a dome, conical or pyramidal roof.
2. Creation of a corner tower with a special roof.



Base treatments should occur at the individual scale of a person, and at the scale of the building.

Techniques for corner buildings include creation of a corner tower with a special roof . . .

. . . or a corner entrance .



At mixed-use buildings, entrances to residential uses should be clearly distinguishable from retail entrances.

Entrances can be indicated by a recessed entry.

The gap between these liner buildings together with the canopy that extends into the sidewalk make for an easily identifiable pedestrian entrance to this parking structure.

3. A storefront, building protrusion, bay, porch element or arcade that wraps around the corner.
4. A corner entrance that protrudes or is cut-away from the corner.
5. A change in roofline; such as a gabled end to mark the corner.

0.6 Main Entrance:

The main entrance of a building should be located along the primary street façade of the building, fronting Maclay Avenue, Truman Street or San Fernando Road. At buildings that have frontage on both Truman Street and San Fernando Road, main entrances should face onto San Fernando Road.

1. At all buildings, entrances should be clear and easily identifiable, using one or more of the following treatments:
   a. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;
   b. Indicated by a projection from the building façade, and covered by means of a building overhang, awning or canopy that projects from the building face;
   c. Indicated by a recessed entry. Recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments, such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware;
   d. Denoted by a single arch or series of arches to indicate entry. Arcaded entry porches or passageways are also recommended;
   e. Framed by special architectural elements, such as columns, archways, and overhanging roofs;
   f. Emphasized by a small roof overhang over the entrance, change in roofline or a major break in the surface of the subject wall.
2. At mixed-use buildings, entrances to residential, office or other upper story uses should be clearly distinguishable in form & location from retail entrances, through the following treatments.
   a. Accented by architectural elements that are "residential" in character, such as small windows above the door, sidelights, and ornamental light fixtures, front stoops or plantings.
   b. Indicated by a recessed entrance, for example a vestibule or lobby.
3. At residential buildings within the Mixed-Use Corridor Sub-District, multiple entrances are required on the front façade. Entrances should be

included within each module of units described in "Horizontal Mass", above. The following elements are recommended for residential entrances:

a. Raised stoops, open porches, and/or entrance vestibules to increase the privacy threshold between street and residence. At attached residences, these should correspond to the vertical modules of units.

b. Low hedges, fences and/or entry gates to separate private front yards from the public sidewalk. Chain link fences are not permitted. (See *San Fernando City Code* Section 106-970: Fences and Walls.)

c. Ornamental lighting of porches, along walks and driveways to highlight entrances and enhance security.

d. A rise in grade (of two to three feet) from the public roadway to the residence, to protect the privacy of residential units.

e. Special landscape materials to define front yard spaces and/or accent the entry sequence.

0.7 Accessory Buildings and Additions:

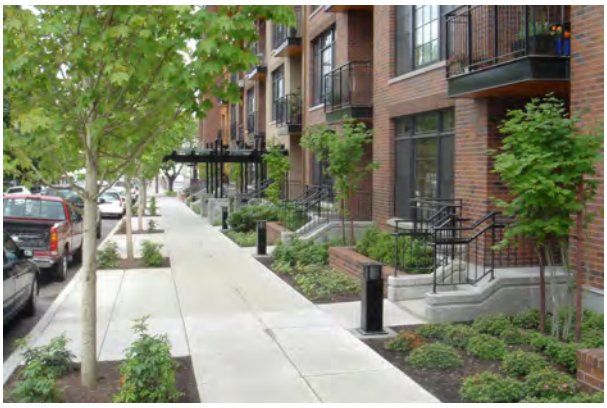
Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

1. The existing siding should be carried onto the addition or building.
2. Buildings should include articulation in the form of windows and doors, in the same style as the main structure.
3. Additions should continue the existing roofline. Buildings should follow the roof style of the main building.

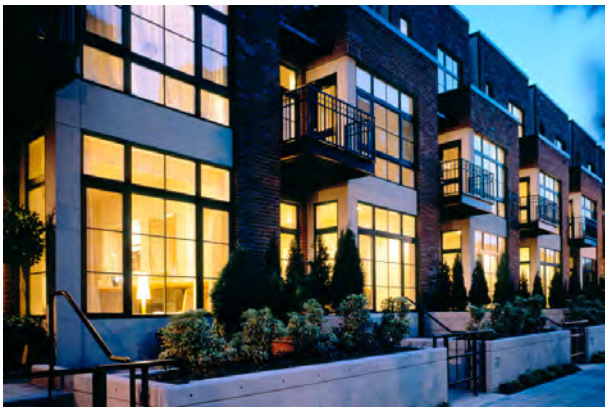
0.8 Loading and Service Entrances:

Loading and services entrances should not intrude upon the public view, or interfere with streetfront activities.

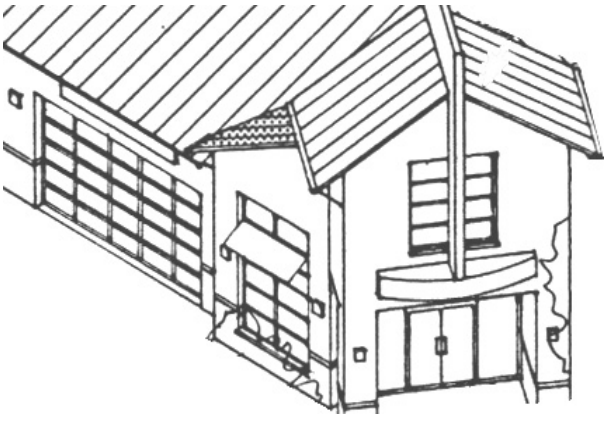
1. Service entrances should not face Maclay Avenue or San Fernando Road. All service entrances and associated loading docks and storage areas should be located to the side or rear of the building.
2. Portions of the building facade containing service or truck doors should be integrated into the architectural composition of the larger building facade design. Architectural treatments, materials, and



Stoops extend into landscaped front yards, provide access to ground floor units.



Individual entrances provide access to each unit. Low walls and landscaping define the front yard space.



Service entrances and loading docks should be located to the side or rear of the building.

The San Fernando Rey Mission demonstrates many characteristics of the Mission style.

The Spanish Colonial style is typified by plain wall surfaces.

colors should be extended from building facade areas into the facade portion containing truck doors.

3. Roll-up security doors should be detailed to conceal door housings and tracks, and provide an attractive and finished appearance for all exposed components.

0.9 Parking Podiums:

Parking garages and podiums should be treated with wall textures, colors, and dimensional modules that are coordinated with the architecture of the building.

1. The pedestrian entrance to a parking structure or podium should be designed as an easily noticeable change within the facade treatment.
2. Podium entrances should not be located along Maclay Avenue, San Fernando Road, Truman Street, or other primary streets. Entrances should be located to the side or rear of the building.
3. Vehicle entrances should be treated with architectural articulation and landscape materials, to "mark" a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.
4. Exposed podiums are prohibited to face Maclay Avenue, San Fernando Road, Truman Street, or other primary streets.
5. Exposed podiums should not have blank concrete walls. Podium wall textures, colors, and dimensional modules should be coordinated with those of the residential architecture above the podium. Detailing and design, such as decorative scoring, concrete blocks with special surface textures (split-face block, combinations with precision face, etc.), integral color and/or inset tiles are recommended to provide additional surface articulation.

ARCHITECTURAL STYLE

The discussion that follows provides a "stylistic" framework for the design of new structures. The design guidelines below do not prescribe specific styles for new buildings. Rather, the guidelines are set up to allow for a range of architectural styles and types, so as to encourage creativity in design. The guidelines set up a framework for quality design by establishing a framework for a) good urban design relationships between buildings, and b) an assured level of quality in terms of construction.

Projects should draw from San Fernando's history, and the best of its building traditions. Much of San Fernando's architectural character is derived from the San Fernando Rey Mission founded in 1797. The primary

influences of this era are reflected in the city's significant public and civic buildings, which draw heavily upon Mission, Spanish Colonial Revival, Mediterranean and even Monterey styles. Other architectural styles that are found elsewhere in San Fernando and may be appropriate to the Downtown District include traditional early 20th century commercial buildings, Craftsman, and Art Deco. Below are a list of features from San Fernando's most common commercial architecture styles:

Elements of Mission architecture:

- Craftsmanship and high quality natural materials
- Simple design that reflected nature in its colors, patterns, and texture
- Thick walls and deeply inset windows.
- Smooth stucco siding
- Large square pillars
- Twisted columns
- Timberwork, wood framing and balustrades
- Corner towers
- Wide eaves with exposed beams and roof rafters
- Sloping, low-pitched or hipped roofs, or flat roofs with parapets.
- Red roof tiles, wood shingles or clay tiles.

Elements of Spanish Colonial Revival architecture:

- Stucco, brick, wood, or combinations of these materials
- Little or no overhanging eaves
- Plain wall surfaces, Stucco siding
- Arches, especially above doors, porch entries and main windows
- Arcades and other shaded or sheltered outdoor areas
- Decorative ironwork, particularly at balconies, porches and on roof forms.
- Courtyards
- Red tile roofs

Elements of Mediterranean architecture:

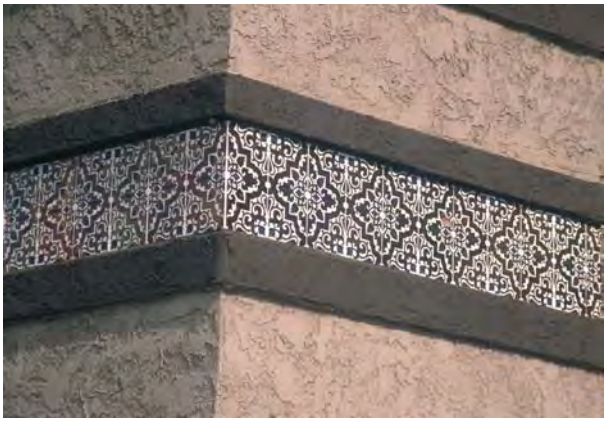
- Asymmetrical shape with cross-gables and side wings
- Carved doors
- Ornate detailing including molded decoration, carved wood and stonework, or cast ornament
- Spiral columns and pilasters
- Courtyards
- Carved stonework or cast ornaments

Library Square displays elements of the Mediterranean style.

The Monterey style often displays cantilevered balconies or upper-story porches.

An example of the 20th Century Commercial style.

Brick can be used as a primary material, as shown above.



Ceramic tile can be used as an accent material, as shown above.

Stone veneer can be used as an accent material, as shown above.

- Patterned tile floors and wall surfaces
- Flat roof and parapets, or a hipped roof

Elements of the Monterey style:

- Wooden verandas
- Cantilevered balconies or upper-story porches
- Ornate wood spindlework
- Low pitched, hipped or gabled roofs, often covered with shingles

Elements of the Art Deco style

- Angular form, often with stepped back façade
- Symmetrical or asymmetrical massing
- Strong vertical accents
- Use of glass or tile on wall surfaces
- Bands of design and carving
- Ornament in cubic forms and zigzag designs, often in colorful terra cotta

Elements of the Early 20th Century Commercial Style

- Flat or slightly pitched roof
- Brickwork or corbels along the cornice or parapet
- Recessed entrances
- Clerestory and transom windows

FACADE COMPOSITION

0.10 Building Materials:

Highly articulated wall surfaces are recommended for downtown buildings. Detail should be given through intricate storefront design, textures, and accent materials and colors.

1. *Primary materials* are those that clad the main building walls. Materials to be used as the primary cladding include:
   a. Stucco: Stucco, cement plaster or stucco-like finishes are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.
   b. Brick: Red brick should not be used; lighter colored brick is appropriate. Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance

of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is recommended.

c. Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suit-able. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used, and traditional Craftsman styling such as timber detailing and exposed bracing are recommended.

2. *Accent materials* may be used as to add interest and variety at a more intimate scale, for example along architectural elements such as cornices, or on portions of buildings or walls. Accent materials include stucco, brick and wood, as listed above, and also include:

   a. Ceramic tile: Tile should be limited in use to a facade cladding or decorative wall accent material. Grout color should be coordinated with tile and other building colors.

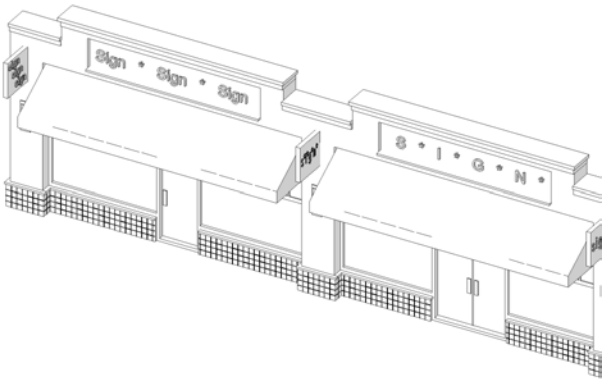
   b. Stone and stone veneers: Stone should be used as a base or as a special decorative material for wall panels or sills in combination with stucco or EIFS materials.

3. *Base materials* are those used along the bottoms of building walls, and can be carried to vertical portions of buildings such as columns, pilasters, or piers, to impart a sense of permanence and solidity. Primary materials are often carried to the building base, but may also include:

   a. Precast Concrete: Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is recommended.

   b. Poured-in-Place Concrete: Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a sitework material. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.

Storefront bases can be made of precast or poured-in-place concrete.



Windows should comprise the majority of the building wall at ground floors and storefronts.

Where window openings are paneled, they should be separated as true divided light windows.

Window sills and surrounds should be proportioned to relate to the window size.

Doors should be detailed and scaled to the individual.

c. Concrete Block: Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a sitework material; plain stack bond concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.

0.11 Windows

As the Downtown District is intended as the most public district in the city, windows should make up a large proportion of the building wall. Repetition of windows is recommended across facades, to create a recognizable pattern of openings along the building wall. This pattern can be reinforced with unifying architectural elements such as similar trim, common operating types, common sill or header lines.

1. At ground floors and storefronts, windows should make the majority of the building wall, encompassing a *minimum* of sixty percent (60%) of the facade. Where greater privacy is desired, and for non-commercial uses, restaurants or professional services, windows should be divided into smaller panes - see example at left.
2. At upper stories, windows should encompass *a minimum* of twenty-five percent (25 %) of each floor's facade.
3. Buildings should include vertically proportioned façade openings, with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 3:2 to 2:1).
4. Where window openings are paneled, for example divided with multiple groups of vertical windows, true divided light windows or sectional windows are recommended. Snap-in muntins and those located within double-paned glass should not be used.
5. Window frames should not be set flush with walls. Glass should be inset a minimum of two (2) inches from the exterior wall and/or frame surface.
   a. At deeply inset windows (greater than 4" from the exterior wall); the framing may be simple and relatively unarticulated. At shallower insets (2-4" from the exterior wall), projecting sills, molded surrounds, lintels and/or trim should be used to frame openings.
   b. Sills and surrounds should be proportioned to relate to the window size. For windows less than 48" in width, surrounds should not exceed 6" in

width. For windows greater than 48" in width, surrounds should not exceed 8" in width.

6. Shaped frames and sills, detailed with architectural elements such as projecting sills, molded surrounds, and/or lintels (for example horizontal beams bridging the opening), should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, for example thicker framing members at larger windows.
7. Decorative treatments on windows or balconies are recommended if consistent with building style, for example, iron railings at the base of deeply inset windows on Mission style buildings.
8. Aluminum sliding windows should be designed to have substantial framing members, at a minimum width of two (2) inches.
9. Clear glass is recommended. Reflective glazing should not be used. Non-reflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
10. Deeply tinted glass or applied films should not be used. If tinted glazing is used, light tints and green, gray and blue hues are recommended.
11. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

Single, discrete awnings should be used for each building bay.

0.12 Doors

As a highly public, pedestrian-oriented district, doors at Downtown District buildings will be highly visible, and frequently seen and touched by the pedestrian. They should be detailed and scaled to the individual, as follows:

1. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.
2. Windows and glass are recommended to provide visibility into ground-floor establishments.
3. Doorways leading to upper story uses should be distinguishable from those leading to retail establishments.

Horizontal ornament can be used as facade decoration.

0.13 Openings and Façade Elements

Other design elements may be used along the building façade, in cooperation with windows and doors, to reinforce a recognizable pattern across the facade. Recommended elements include:

1. Awnings, trellises, canopies, and other building-mounted accessories over storefronts. Single, discrete awnings should be used for each storefront or building bay, rather than one continuous run-on awning. These items should be located above the

display windows and below the storefront cornice or sign panel, and include:

a. Storefront Awnings - Colored fabric mounted over a metal structural frame or permanent architectural awnings utilizing materials from the building architecture are both acceptable. Internally illuminated fabric awnings with signage should not be used.

b. Trellises and Canopies - Materials, colors, and form should be derived from the building architecture. A trellis painted the same color as a building's trim scheme is appropriate.

2. Ground floor arcades may be used to provide shade at the ground level of the building. Arcades should be located at the setback line, and may step back to the second story, or may be designed to be flush with the building wall above.

3. Architectural ornament and detailing, including:

a. Horizontal ornament such as awnings or belt courses, string courses or cornice lines.

b. Three-dimensional ornament like pilasters, wood detailing and embossed relief.

c. Ornamental wall-mounted outdoor lighting (sconces) can be used to accent entries or rhythms of repeating pilasters.

4. Alcoves, balconies and porches at upper stories, to provide outdoor spaces for upper story tenants.

5. Window boxes, or other wall-mounted elements below storefront windows, to add interest at a pedestrian scale.

ROOFS

0.14 Roof Types

Downtown District buildings should have a highly articulated roof profile, created through a range of roof forms, varying building heights, interesting cornices.

1. Flat roofs should always be edged with parapet walls; and should be treated with one or more of the following conditions:

a. An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of parapet wall.

b. Surface mounted cornices, continuous shad elements, or trellises should be used to strengthen a parapet wall design.

c. A single layer, flush sheet metal parapet cap (for example a simple inverted U of sheet metal over the top of a parapet wall) without a substantial built-up edge should not be used, as these installations often display warped sheet metal

Flat roofs should be edged with architecturally profiled cornices,

... or with shaped parapets.

Sloping roof forms should be detailed with corbels and decorative supports.

(oil-canning) and a low-quality appearance. If used, sheet metal parapet caps should provide a formed (compound folded) overhanging edge termination and a heavy gauge sheet metal thickness selected to avoid oil-canning distortion.

2. Sloping roof forms may include pitched, gable, hip, and pyramidal roofs; and should be designed as follows:
   a. Roof overhangs are recommended. Brackets and corbels (for example decorative supporting pieces designed to bear the weight of projected over-hangs), or other expressed roof overhang supports are recommended to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing.
   b. The soffit (for example the underside surface of the roof overhang) should be incorporated into the overall architectural composition with beams, coffers, light fixtures and other design articulation.
   c. Vertical roof edge fascia should be vertically sub-divided by additional horizontal layers, stepbacks, trim, and other detailing.
3. Special forms such as domes, conical roofs and pyramidal roofs should be restricted to special locations, for example to mark major intersections, to denote civic buildings, or to announce unique elements such as a major public entry or a theater.

0.15 Roof Materials

Selection of roof materials should be made with consideration for the neighborhood context. Roof materials and color should be selected with consideration for views from above. Recommended roof materials include:

1. Clay, Terra Cotta or Concrete Tile: Tile roofs are recommended wherever sloping roof forms are used. Projects should use authentic terra cotta barrel tiles, and avoid simulated products. A double row of tiles should be used to terminate the roof at the edge of rooflines.
2. Asphalt, Slate or Cement/Slate-type Shingles: Projects using shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.
3. Corrugated and Standing-Seam Metal Roofing: The structural support detailing of corrugated metal roofing should insure that metal roof edges and panels will not sag, bend, or be vulnerable to impacts and denting, especially where undersides and edges of corrugated metal roofing are visible. Finishes should be anodized, fluorocoated or painted. Flat, unarticulated metal roof tiles and metal roof sheeting are not recommended.
4. Tar and Gravel, Composition, or Elastomeric Roofs: These roof materials should be limited to flat roof locations, and should be screened from view from adjacent buildings and sites by parapet walls. They should be avoided where prominently viewable from adjacent uphill areas.

Terra Cotta or concrete tile roofs are recommended.

Asphalt, slate or cement shingles may also be used.

0.16 Roof Equipment and Screening

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be completely screened by architectural enclosures that are derived from or strongly related to the building's architectural expression, or enclosed within roof volumes.
2. In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements from the facade composition should also be used to strongly relate the screening to the building's architecture.
3. The location, spacing, materials, and colors of down-spouts, gutters, scuppers, and other roof drainage components should be incorporated into

the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

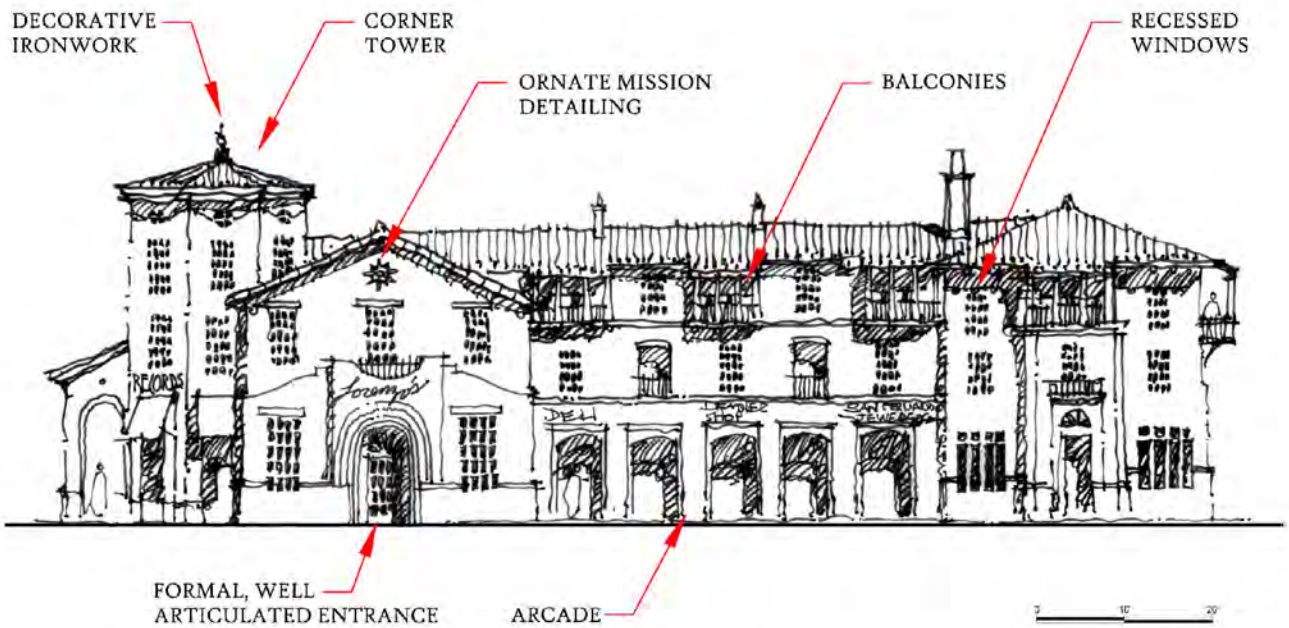
COLOR

A consistent color palette is recommended for the Downtown District, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

4. Primary building colors should be light in tone, and neutral in hue. Appropriate colors may range from white to soft cream and yellows to warm beige, as shown on the color palette that follows. Stark, extreme colors like black should not be used as primary wall colors.
5. Secondary and accent colors can be used to highlight special architectural features such as building bases or wainscots, columns, cornices and bands, trim on doorframes, storefront elements and similar features. They may also be used sparingly at fabric awnings, banners, window frames, or special architectural details. Secondary and accent colors may be stronger, and more saturated in hue than primary colors - accents of deeper reds and dark browns are recommended, as shown on the color palette that follows on page 88. If used in limited amounts, such as at building signage, rich and vivid colors may be used. Fluorescent colors should not be used.
6. For tiled roofs, red and terra cotta colors are recommended. For shingle and other roof styles, grey or earth tones are recommended. Light colored roofs may also be used to reduce solar radiation; these should be should be screened from view by architectural enclosures such as parapet walls or other screening treatment.

COLOR PALETTE

ARCHITECTURAL DETAILS



LARGER RETAIL USES HAVE FORMAL, WELL ARTICULATED ENTRANCES

ARCADES PROVIDE SHADE FOR PEDESTRIANS

BALCONIES PROVIDE SHADED OUTDOOR SPACE & ENRICH THE BUILDING'S FACADE

ORNATE MISSION DETAILS USED SPARINGLY ON PROMINENT VOLUMES

THE SAN FERNANDO MISSION

HISTORIC SAN FERNANDO ARCHITECTURE

The Maclay District

Development Standards

PURPOSE

The Maclay District is established as a mixed-use spine integrated with the residences that lie behind it. Permitted uses in the district include housing, offices and other residentially-compatible uses such as community services. New development should embody the character of the adjacent neighborhoods, and new buildings should reflect the rich residential traditions of San Fernando.

Retail uses will be limited to those that meet the needs of nearby residents. Two "Neighborhood Services Overlay Areas"are located at Eighth Street and at Glenoaks Boulevard, where mixed-use development will provide convenience shopping and services for those neighborhoods on the ground floor.

PERMITTED AND CONDITIONAL USES

0.1 Permitted Uses.

The following uses are permitted:

A. Accessory buildings and structures such as a garage, workroom, storage shed, recreation room or cabana located on the same lot as the principal residential use.

B. Health and exercise clubs less than 10,000 square feet in size. Commercial uses shall maintain hours of operation between seven o'clock (7:00) A.M. and eleven o'clock (11:00) P.M

C. Medical and dental offices less than 5,000 square feet in size, on ground floor only.

D. Public and institutional uses that meet the purpose and intent of this District, including:

1. Nursery school or day care facilities (provided that such use is compatible with other uses and structures in the surrounding area, and that such use is developed in accordance with San Fernando City Code, Chapter 106 (Zoning), Article VI, Division 10 (Section 106-1271 et seq.).
2. Public health services and facilities.
3. Residential and community care facilities, senior citizen housing, and small family group homes.
4. Open space, including parks and playgrounds.

E. Neighborhood Services Overlay Area Uses: Small stores and services that meet the convenience needs of nearby residents, including small grocery stores, pharmacies, video rental & sales, dry cleaners and laundromats, restaurants, cafes or other eating establishments (drive-up or drive-in not included), are restricted to the ground floor of buildings within the Neighborhood Services Overlay Areas at Eighth Street and at Glenoaks Boulevard. General office use, including administrative, professional, business, design, and government offices are permitted uses on the upper floors within these Neighborhood Services Overlay Areas. Commercial uses shall maintain hours of operation between seven o'clock (7:00) A.M. and eleven o'clock (11:00) P.M

F. Additional uses: Other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this District.

Note: Any sale of alcoholic beverages in this district is subject to *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 4, Subdivision II (Section 106-176 et seq.).

0.2 Conditional Uses.

Conditional uses shall be reviewed in terms of the location, design, configuration and impact of the proposed use, per San Fernando City Code Chapter 106 (Zoning), Article 2, Division 4, Subdivision 1 (Section 106-141 et seq.). The following conditional uses may be permitted:

A. Assembly uses, including public halls, meeting facilities and community recreational centers.

B. Bed and breakfasts providing lodging and meals for guests (hotels and motels are not permitted), provided the following:

- The establishment is a private residence which is owner-occupied at all times.
- The establishment has no more than ten (10) guest rooms.
- The establishment serves food only to overnight guests.
- Overnight guests stay for no longer than seven (7) consecutive days.

C. Live-work and home occupations, where an occupation, hobby or profession may be conducted within a dwelling, provided the following:

1. Residential use must be the predominant use of the unit, and commercial activity should be secondary. Permitted home occupation commercial activities shall be classified as a business and shall be subject to San Fernando City Code Chapter 106 (Zoning), Article VI, Division 9 (Section 106-1241 et seq.) regulating home occupations.
2. Activity is limited to office and studio workplace activities including the making of arts and crafts, and other activities compatible with residential use.
3. Use is open to client visitation only by appointment; walk-in trade is not permitted.
4. The maximum number of employees discounting the owner/occupant is limited to two.

D. Residential multiple-family dwellings, including townhouses, condominiums, and apartments

E. Neighborhood Services Overlay Area Uses: General office use, including administrative, professional, business, design and government offices on the ground floor, provided that the given area is not viable as a retail site (i.e., limited parcel size or limited visibility from roadway).

F. Additional uses permitted with a Conditional Use Permit: Other similar and compatible uses deemed by the Planning and Preservation Commission to meet the purpose and intent of this district and of the San Fernando Corridors Specific Plan.

DEVELOPMENT INTENSITY

0.3 Residential Density Minimum/Maximum.

For all residential development, the minimum density is 12 dwelling units per acre and maximum density is 36 units per acre.

0.4 Floor-Area-Ratio for Non-Residential Development.

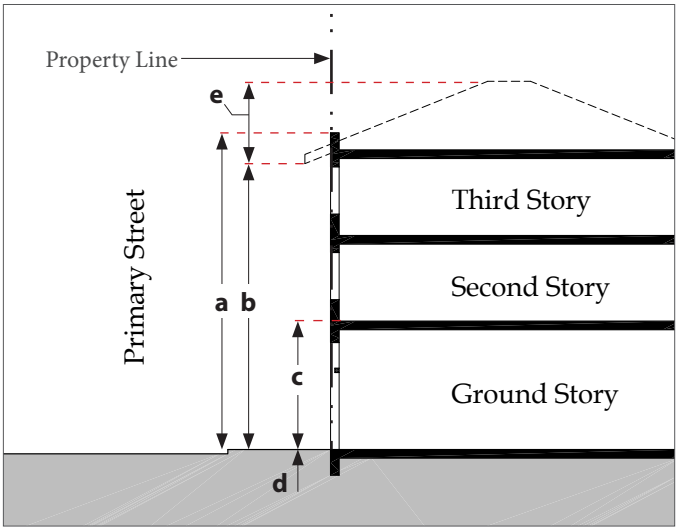
For all non-residential development, the maximum Floor-Area-Ratio (FAR, defined as the floor area of the building divided by the total project site area) is 1.0. For all mixed-use development, the maximum FAR is 1.5, and shall include all residential and non-residential floor area. Structured parking facilities shall not be included in these calculations.

HEIGHT

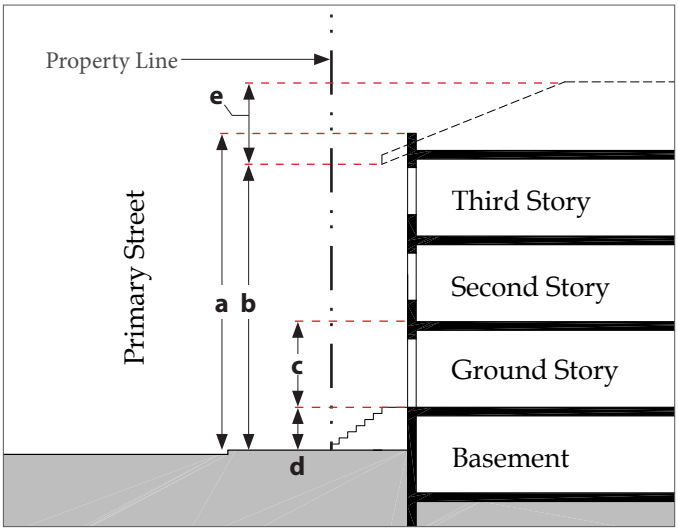
Height for all buildings in the district, as measured from sidewalk or finished grade to top of flat roof, cornice, parapet, or eave line of a peaked roof, shall be limited as follows.

A. Buildings may not exceed a total maximum height of 3 floors or 40 feet, whichever is less.

Ground floor at grade



Above grade basement



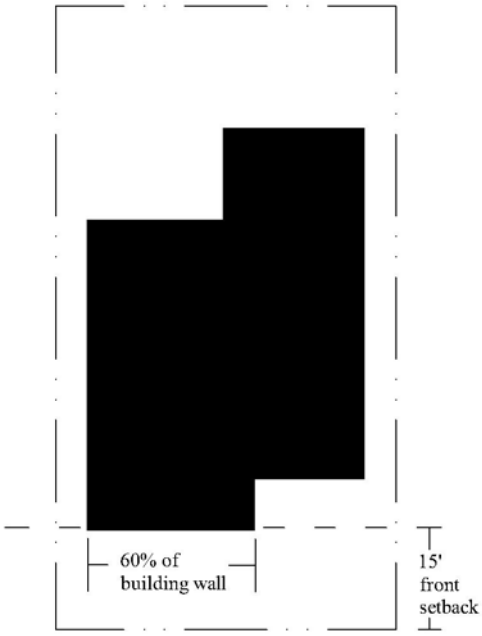
Frontage Element		Min.	Max.
a	Height to top of parapet	24 ft.	40 ft.
b	Height to bottom of eave	24 ft.	40 ft.
c	Ground floor to floor height	14 ft.	-
d	Ground floor above sidewalk or grade	0 ft.	5 ft.
e	Pitched roof height above eave	-	10 ft.

1. Special Condition: Adjacent to R-1 Single Family Residential Zone – Buildings backing onto existing single family dwellings must step down in height so that no single façade wall extends more than 10 feet above the height of the adjacent single family façade within a distance of 15 feet from the property line.

B. Accessory buildings, including structures not for habitation such as freestanding garages, service structures and tool sheds, may be a maximum of 12 feet in height.

C. Exceptions subject to approval by the chief planning official:

1. Buildings located above subsurface or podium parking may exceed the maximum height by four (4) feet. Developments with a frontage of over 200 feet may exceed the height limit by an average of 4 feet to a maximum of 5 feet.
2. Special architectural features, such as uninhabited towers (clock, bell, observation) or entry volumes, may exceed the maximum height by no more than ten (10) feet.



3. Rooftop structures, such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos, may exceed the height limit by ten (10) feet, provided they are set back a minimum of ten (10) feet from building walls and are screened on all sides by a parapet or sloping roof that is architecturally integrated within the building design.
4. Pitched roofs may exceed the height limit by no more than ten (10) feet.

SETBACKS

0.5 Front Setback.

A. At Neighborhood Services Overlay Areas, there is no minimum front setback; buildings may be built to the property line.

B. For all other buildings, the required front setback is fifteen (15) feet from the front property line. A minimum of sixty percent (60%) of the front wall of the building mass must be built to this setback line, as shown on the diagram below. There is no maximum setback.

1. Front entrances, entrance porticos, porches, stairs, canopies and special architectural features (meaning those that do not increase the interior square foot area of the property, e.g., balconies or bay windows) may extend a maximum of five (5) feet beyond the front setback/ build-to-line.
2. At corner parcels, setback/ build-to requirements apply to both street frontages.

0.6 Side Setback.

A. For all buildings, the minimum required ground floor side setback is five (5) feet from the side property line, or ten (10) feet from any adjacent structures. Upper floor must be set back an additional five feet from the property line.

1. Special Condition: Within the "Neighborhood Services Overlay Areas" there is no minimum required side setback.

0.7 Rear Setback.

For all buildings, minimum rear setback is fifteen (15) feet. Where a rear alley is provided, the rear setback may be measured from the centerline of the alley.

0.8 Setbacks for Parking Lots and Structures.

At-grade parking lots shall be set back a minimum of fifteen (15) feet from the front property line, and five (5) feet from all other property lines and building walls. The perimeter of parking lots shall be landscaped as described in 6.3 Landscaping & Screening, below.

SITE DEVELOPMENT

0.9 Driveway Access.

A. The maximum number of curb cuts associated with a single building is one (1) two-way curb cut or two (2) one-way curb cuts. Where applicable, the maximum number of curb cuts is one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty (150) feet of street frontage.

B. The maximum width of curb cuts is twelve (12) feet for one-way and twenty (20) feet for two-way driveways.

C. Driveway setbacks must be a minimum of five (5) feet from adjoining properties, and a minimum of three (3) feet from adjacent buildings.

D. Vehicular service access must be from alleys and rear parking areas unless it is determined by the Community Development Director that it is not feasible to do so.

0.10 Open Space.

A. For residential development, outdoor space shall be provided as follows:

   1. A minimum of one hundred fifty (150) square feet of usable common open space per residential unit. Open space provision shall not include required setback areas. Common open spaces for residential uses must be constructed on-site. (Refer to the *Design Standards and Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for design of open space).

   2. A minimum of fifty (50) square feet of private open space per residential unit. Patios, porches, balconies, terraces, and decks may be used to provide private space within multi-family structures, at a minimum dimension of five (5) feet in any one direction. Private open space areas must be adequately separated or differentiated from common open space so as to maintain their functional privacy.

B. For all developments with common open space or other common interest facilities, the developer shall record binding agreements ("CC&R's") addressing issues of common interest regarding use, access and maintenance of common open space, tree planter areas, planting strips, walkways and parking and/or vehicular use areas.

0.11 Landscaping & Screening.

A. Front setback areas shall be improved as landscape with the installation of trees and vegetative ground cover, exclusive of driveways.

B. A minimum five (5) foot planting area must be established at the perimeter of parking lots and driveways. Where parking lots are sited adjacent to or backing onto residential buildings, the parking lot must also be screened with an attractive screen fence or low wall, and planted with ground cover and trees adjacent to the screening fence or wall at a maximum spacing of twenty (20) feet on center.

C. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, must be located away from streets and enclosed within a portion of the building, or screened by landscaping, fencing or other architectural means. Trash facilities and recycling containers must be located within structural enclosures that are designed to be consistent with the overall design of the building.

D. Rooftop equipment must be screened from view and architecturally integrated in the building design.

0.12 Lighting.

A. All exterior area lighting shall be provided by full cut-off fixtures (where no light is emitted above the horizontal plane) and with the light source fully shielded or recessed to preclude light trespass onto abutting and adjacent properties.

B. All exterior area lighting adjacent to residential uses shall be located and designed to prevent light spill into residential units.

C. Freestanding luminaires shall be mounted no higher than eighteen (18) feet, measured from the finished grade. Building-mounted luminaires shall be attached to walls or soffits (the undersides of ceilings or overhangs), and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. (Refer to the *Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for lighting design.)

D. All decorative uplighting, such as those illuminating building facades or landscaping, shall be operated on timers that turn off illumination after 12 midnight nightly, unless specified otherwise by the Community Development Director.

0.13 Utilities.

A. All public utility easements must be provided under or immediately adjacent to new public rights-of-way, or within other public easement areas acceptable to the Public Works Director.

B. All on-site utilities shall be placed underground unless specified otherwise by the Public Works Director.

SIGNAGE REGULATIONS.

0.14 Permitted Sign Types.

A. All permanent signs are subject to design review, as per *San Fernando City Code* Chapter 106 (Zoning), Article V, Division 5, Section 106-927. A sign permit shall be required prior to the placing, erecting, moving, reconstructing, altering or displaying of any sign within the San Fernando Corridors Specific Plan area.

1. Building-mounted signs, including wall signs and projecting signs are permitted on commercial buildings, as follows:

   a) Individual lettering or characters or logotypes on signs may not exceed twelve (12) inches in height. At Neighborhood Services Overlay Areas, individual lettering may not exceed two (2) feet in height.

   b) Wall signs should be located above the storefront of the building, in the sign band or on other useable wall area below the sign band. Wall signs may not project more than four inches from a building, and may not extend above the roofline or parapet wall of the building.

   c) Projecting signs must be placed at minimum 10 feet above the ground, and must not project more than four feet from the building face. They may not extend above the top of the storefront cornice or parapet unless approved by the Community Development Director in conjunction with a sign plan for the building as a whole that is determined to be complimentary to the building's design.

   d) No sign displays may be painted directly onto the wall of a building. (Exception: Preservation/Restoration of a locally designated or potentially historic sign submitted review and approval by the Community Development Director as part of a special sign permit.)

2. Awning and canopy signs are permitted on commercial buildings, as follows:

   a) Sign copy (letters and graphics) on awnings is limited to the front valence of the awning, and must consist of no more than one line of lettering. Individual lettering or characters or logotypes comprising this line may not exceed twelve (12) inches in height.

   b) Awnings must generally be centered over the entrance or storefront, and located a minimum 10 feet above the ground. Awnings and canopies should not obscure transom or clerestory windows.

3. Window signs are permitted at Neighborhood Services Overlay Areas only, provided that the combination of all window signs, including both primary and temporary window signs may not cover more than twenty-five percent (25%) of the total window area. (Exception: Community Development Director may review and approve primary and temporary windows signs outside of the Neighborhood Services Overlay Areas as part of a special sign permit application.)

4. Identification signs for residential uses (i.e. those identifying multiple dwellings or rooming houses) are permitted on residential buildings provided:

   a) a) The sign indicates only the name and address of the premises.

   b) b) The sign does not exceed six square feet in area and four feet in any dimension.

5. Roof-top mounted signs are not permitted.

6. Free standing signs and pole signs are not permitted.

7. Temporary banner signs shall not exceed a maximum area of thirty (30) square feet, and shall be limited to the width of the storefront for the business displaying the banner sign. No more than one banner sign is permitted per street frontage per business, unless otherwise approved by the Community Development Director.

0.15 Sign Area.

A. For primary building frontage, the sum total area for any combination of permitted sign types is one (1) square foot per one (1) linear foot of ground-floor building street frontage, not to exceed eighty

(80) square feet of total sign area for any single business or occupancy. This total includes both ground-floor and upper story uses.

B. For secondary building frontage, the allowable sign area is one (1) square foot per one (1) linear foot of tenant street frontage, not to exceed forty (40) square feet of total sign area. Any signs facing abutting residentially zoned property shall have no internal illumination and any spotlights or other sources of illumination shall be shielded to prevent glare.

C. Exception: Use of no more than thirty (30) percent of the sign area from primary and/or secondary building frontages for building frontages facing a public right-of-way and/or on-site parking facility may be submitted for review and approval by the Community Development Director as part of a special sign permit application.

0.16 Sign Content.

A. Signs displayed pursuant to this section shall refer only to businesses or occupants located on the premises where the signage is located and only to products and/or services available on the premises.

B. Each business or building occupant with exterior sign display shall include within its sign content the name of the business or occupant in letters of the roman alphabet that are at least six inches in height, and that are legible to the public and to emergency service responders.

C. All signs pertaining to the sale of alcoholic beverages or to the sale of tobacco products shall comply with *San Fernando City Code,* Chapter 106, Article V, Division 5, Sections 106-940, and 106-941.

PARKING

0.17 Vehicular Parking Requirements.

The minimum number of parking spaces required to be supplied for each category of use shall be provided as indicated in this section. For some uses a maximum number of parking spaces is also indicated, in order to promote the efficient use of land and to provide a better pedestrian environment in the district. Parking requirements for building renovation, enlargement or use change apply only to net new floor area and/or the incremental increase in parking required for a new use with a higher parking requirement for a given floor area.

Requirements may be satisfied either on-site, on-street along adjacent public street frontages, by constructing or purchasing spaces in off-site parking structures, and/or by payment of an in-lieu parking fee to fund shared public parking. Curbside parking directly in front of a parcel, including partial spaces where at least seventy-five percent (75%) of their length lies directly in front of a parcel, may count towards minimum parking requirements for that site.

Unless otherwise provided for in the *San Fernando City Code*, the Planning and Preservation Commission may grant a reduction in off-street parking requirements for shared parking upon granting of a Conditional Use Permit ("CUP"). A CUP will be granted provided the applicant demonstrates that the uses have differing peak hours of parking demand, or that the total parking demand at any one time would be adequately served by the total number of parking spaces provided.

A. Accessory units, buildings and structures such as a garage, workroom, storage shed, recreation room or cabana located on the same lot as the principal residential use: No parking spaces required.

B. General offices at Neighborhood Services Overlay Areas: Minimum - 1 space per 300 square feet (3.3 / 1,000 sf) of floor area.

C. Health and exercise clubs: Minimum - 1 space per 300 square feet (3.3/1,000 sf) of floor area.

D. Lodging: Minimum - 1.125 spaces per unit (one space for each living or sleeping unit, plus one space for each 10 such units).

E. Medical and dental offices: Minimum - 1 space per 150 square feet (6.6/1,000 sf) of floor area.

F. Mixed Use Development: When there are two or more different uses located on the same lot or within the same building, the minimum number of parking spaces required shall equal the sum of requirements, including fractional amounts, for each use, unless shared parking is possible.

G. Public assembly uses (including; public clubs, meeting facilities and community recreational centers): Minimum - 1 space for each 5 fixed seats or 1 space per 50 square feet of floor area used for assembly purposes.

H. Public and institutional uses including nursery schools, day care facilities, and public health facilities: Minimum to be determined by the Community Development Director, according to type and intensity of use.

I. Residential, live-work and home occupations: Minimum - 1 space per one-bedroom unit, and 2 spaces per two-bedroom unit or larger. Developments should provide one additional guest space per five dwelling units (or two-tenths space of guest parking per unit). Required parking for dwelling units must be provided on-site. Guest parking may be provided on-site or off site through payment of an in-lieu fee.

1. Requirements for residential parking may be satisfied by payment of an in-lieu parking fee.

J. Residential and community care facilities: Minimum to be determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees

K. Retail and eating establishment uses at Neighborhood Services Overlay Areas: Minimum - 1 space per 400 square feet (2.5/1,000 sf) of floor area; Maximum - 1 space per 300 square feet (3.3/ 1,000 sf) of floor area.

L. Senior citizen housing: Minimum - 1 space for each rooming unit, plus 1 space for each resident employee.

0.18 Bicycle Parking Requirements.

A. For all uses, there shall be one (1) off-street bicycle parking space per ten (10) automobile parking spaces.

B. Off-street bicycle rack facilities for separate uses may be provided collectively if the total number of spaces provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to.

0.19 Off-Street Parking Lots.

A. Location: Surface parking lots may front onto Maclay Avenue for no more than thirty percent (30%) of the width of the parcel. Parking lots and structures may not be located on street corners, and should be located at the rear or at the side of buildings where possible.

B. Design: The layout and design of parking lots and areas, including access to required parking spaces, turning radii, angle of parking and aisle width shall be as set forth in parking lot design standards adopted in accordance with *San Fernando City Code,* Chapter 106, Article V, Division 3, Subdivision III, Section 106-868.

1. The perimeter of parking areas and driveways must be landscaped as described in 6.3 *Landscaping & Screening*, above.

2. Surface parking areas must be planted with shade trees at a ratio of at least one (1) tree for every four (4) spaces. They must also meet the landscaping requirements in accordance with *San Fernando City Code* Chapter 106, Article V, Division 3, Subdivision II, Section 106-833, and the lighting requirements in accordance with *Code* Section 106-834.

NOISE

0.20 Maximum Noise Levels.

Sounds generated from all sources within the district shall be subject to the limitations specified in the *San Fernando City Code*, Chapter 34, Article II – Noise (Sec. 34-26 et. seq.)

MUNICIPAL CODE STANDARDS

0.21 Applicable Regulations

The development and occupancy of property in the Maclay District shall be subject to the provisions and procedures of the *San Fernando City Code*, except that the permitted and conditional uses and the development standards for the Maclay District as specified herein above shall supersede any conflicting regulation of the municipal code.

The Maclay District

Design Guidelines:

PURPOSE

The "grand residential boulevard" is a part of American history. In the past, cities put their grandest residences on display along their primary thoroughfares. Large homes presided over tree-lined streets, and often defined the character of one's entry into the city.

In San Fernando as in other communities, commercial development has laid claim to the primary roadway corridors. New residential buildings on the Maclay District will re-establish these roadway corridors as part of the fabric of the community, and bringing back the traditions of the "grand residential boulevard". The Maclay District will serve as the "face" of the city's neighborhoods. The housing built along its length will provide homes for new and returning residents, and will connect the corridor back to the homes and neighborhoods that lie behind it.

Housing along such a corridor must be designed to be compatible with its more public setting. Along such a highly visible corridor, buildings should be generously proportioned and impressive in scale, as larger versions of the city's single-family homes. Architecture should be designed to contribute to the impression of Maclay Avenue as a residential boulevard, with grand buildings that are graciously set back from the roadway. They should maintain a certain level of solidity on the ground floor, to maintain privacy along the public thoroughfare, and become more permeable – with more windows, more openings – on upper stories. Plantings and landscaped setbacks can increase the prominence and grandeur of the project, while giving residences more privacy from the public realm of the street. Residential entrances above street level can create a sense of privacy and distance from the street. Individual units should be organized in groups, as a part of a larger whole, to create buildings that are of a scale and character appropriate to a wide, frequently traveled road.

BUILDING MASS AND INCREMENT

0.1 Building Siting and Orientation:

Buildings should be sited to define the street edge of the Maclay corridor, by establishing a strong building wall along the street frontage.

1. Buildings should orient towards Maclay Avenue. Buildings should *not* orient to parking lots at the sides or rears of buildings.

A "grand residential boulevard".

Housing along a wide corridor should be setback from the roadway.

Residential entrances should be raised above street level.

Front porches and building volumes should be used to create variation along the setback line.

Groupings of façade elements can be used to create modules along the building facade.

Horizontal building volumes or vertical towers can be used to break up the horizontal mass of the building.

2. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street. Frontages should be of a substantial scale and character, reading as "grand mansions" or simply as larger versions of the city's single-family homes.
3. A minimum percentage of the building façade is required to be built to the setback line (see *Development Standards for the Maclay District*), in order to create a consistent "street wall" along Maclay Avenue. However, variation along this setback line is recommended through use of protrusions such as front porches, and building volumes (see "Horizontal Mass", below).

0.2 Horizontal Mass:

Buildings in the Maclay District should be horizontal in massing, and where possible should have a greater length than height. The overall mass of buildings should be subdivided to modules that express the individuality of each unit, or group of units. Each module should use building volumes or architectural features such as wall breaks, projections, distinct color schemes and individual roof treatments to distinguish them from the larger mass of the building. Modules should occur at a maximum of every fifty (50) feet across the façade. Some methods of breaking up horizontal mass are noted below.

1. Openings and Façade Elements:
   a. Use grouping of façade elements, such as windows and balconies, to create modules along the building facade. Façade elements should be of a consistent size and style so they are readable from module to module.
   b. Use building projections, overhangs or other articulation at entranceways of each module to clearly mark the entrance to each unit or module of units.
2. Building Volume and Massing:
   a. Design building facades to give individual identity to each vertical module, for example use building projections to denote each segment as a grouping of units.
   b. Project a part of the building volume from the façade, such as a horizontal mass that punches out horizontally, or a vertical tower that holds several stacked rooms.
3. Building Wall:
   a. Use detailing or a change in material to punctuate building modules - for example use brick framing to call out a building bay. Changes in material should be accompanied by a change in plane.

b. Vary portions of the building wall along the front "build-to" line, using porches, bays or building volumes to create change along the front facade.

4. Individualized Roof Forms:
   a. Use individual roof forms; for example, provide separate roofs over each module of units, or a single roof that expresses individual units through a series of smaller gables or dormers.
   b. Utilize a change in roof type (e.g., shed to gable) or orientation at special places along the façade, with shifts in height and design along the street facade.

Individual roof forms can be used to denote individual units.

0.3 Vertical Mass

Multi-story buildings in the Maclay District should be articulated so as to reduce the impression of vertical mass and height, stepping back at sides and rear facades towards the existing neighborhoods.

1. All multi-story buildings should maintain a readable base treatment at the ground level, to separate it from upper stories. A building base may be created by any of the following treatments:
   a. Design the ground floor of the building to read as a base for the rest of the structure; for example use arcades and loggias, or entry porticos and front porches, to wrap the building at its base.
   b. Establish a visibly thicker portion of the wall along its base at the ground level, where the wall above the base sets back and openings within the base are more deeply recessed.
   c. Use a material and/or color change to distinguish the base wall from the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material), with a lighter quality at stories above (e.g., predominantly masonry at the ground, larger windows and more glass above).

A front porch can create a base for the building.

2. All multi-story buildings should step back at sides and rear facades towards the existing neighborhoods. Methods of vertical subdivision include the following:
   a. Use design elements to accentuate the horizontal layers of a building and differentiate the ground level from upper stories of the building; for example use smaller roofs over porches or other architectural elements at the building base.
   b. Use step-backs or partial indentations at upper stories. Elements such as balconies, outdoor decks, and trellises are recommended to soften the transition from upper to lower stories.

Multi-story buildings should step down toward existing neighborhoods, as shown here.

At major intersections, corner treatments may include the creation of a landmark roof form,

... or a a corner tower with a special roof.

Entrances can be denoted by a pediment or overhang.

c. Use a change in material or treatment combined with a change in depth or plane.

d. Use applications of decorative moldings or cornices to accentuate the horizontal layers of a building.

0.4 Corner Buildings:

Buildings located at intersections should be designed to emphasize the corner on which they are sited, by acknowledging both street facades with façade articulation and detail.

1. At major intersections, such as the intersection of Maclay Avenue with Eight Street, corner treatments may include:
   a. Creation of a landmark roof form, such as a dome, conical or pyramidal roof.
   b. Creation of a corner tower with a special roof.
2. At minor intersections, such as the intersection of Maclay Avenue with Glenoaks Boulevard, a modest articulation of the building mass is recommended to join the two street facades. Treatments may include:
   a. A storefront, building protrusion, bay, porch element or arcade that "wraps" the corner.
   b. A corner entrance that protrudes or is cutaway from the corner.
   c. A change in roofline; for example a gabled end to emphasize the corner.

0.5 Main Entrance:

The main entrance of a building should be located along the primary street façade of the building, fronting Maclay Avenue. Entrances should be designed to be consistent with the overall architectural style of the building.

1. Building entrances should front onto the street, and be prominent and easy to identify, using one or more of the following treatments:
   a. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;
   b. Indicated by a projection from the building façade, and covered by means of a porch or portico that projects from the building face;
   c. Indicated by a recessed entry-recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware;

d. Denoted by a single arch or series of arches to indicate entry-arcaded entry porches or passageways are also recommended.

e. Framed by special architectural elements, such as columns, archways, and overhanging roofs;

f. Emphasized by a small roof overhang over the entrance, change in roofline or a major break in the surface of the subject wall.

2. At residential buildings, multiple entrances are recommended on the front façade. Where possible, entrances should be included within each module of units described in "Horizontal Mass", above. The following elements are recommended for residential entrances:

a. Raised stoops, open porches, and/or entrance vestibules to increase the privacy threshold between street and residence. At attached residences, these should correspond to the vertical modules of units.

b. Low hedges, fences and/or entry gates to separate private front yards from the public sidewalk. Chain link fences are not permitted. (See *San Fernando City Code* Section 106-970: Fences and Walls.)

c. Ornamental lighting of porches, along walks and driveways to highlight entrances and enhance security.

d. A rise in grade (of two to three feet) from the public roadway to the residence, to protect the privacy of residential units.

e. Special landscape materials to define front yard spaces and/or accent the entry sequence.

0.6 Accessory Buildings and Additions:

Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

1. The existing exterior finish and treatment of main structure on the site should be carried onto any addition or out-building.
2. Buildings should include articulation in the form of windows and doors, in the same style as the main structure.
3. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

Entrances should include raised stoops, front porchesand landscaping.

Landscape materials can be used to accent the entry sequence.

Accessory structuresshould include articulation in the same style as the main structure.

Garages should be loaded from rear alleys

Rear alleys should be well-lit and planted with trees.

Carriage style garage doors should be used where compatible with architectural style.

0.7 Loading and Service Entrances

Loading and services entrances should not intrude upon the public view, or interfere with street front activities.

1. Service entrances should not face Maclay Avenue. All service entrances and associated loading docks and storage areas should be located to the side or rear of the building.
2. Portions of the building facade containing service or truck doors should be integrated into the architectural composition of the larger building facade design. Architectural treatments, materials, and colors should be extended from building facade areas into the facade portion containing truck doors.
3. Roll-up security doors should be detailed to conceal door housings and tracks, and provide an attractive and finished appearance for all exposed components.

0.8 Residential Garages and Vehicular Entrances:

Where possible, garage entrances should be located to the rear or side of the property to minimize visual impact to the street.

1. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.
2. Where garage doors are located at front facades, the garage door should be recessed at least two feet into the wall of the unit in which it is located, and the garage shall not constitute more than forty percent (40%) of the front façade of that unit. No more than two garages may be lined up consecutively on a front façade.
3. The design of the garage door should relate to the particular architectural style selected. Garage doors should appear to be set into the walls rather than flush with the exterior wall, and carriage style garage doors are recommended where compatible with architectural style.
4. Single-car garage doors are strongly recommended to avoid a car-dominated appearance on the facade. Where double car widths are used, doors may not exceed a width of twenty (20) feet maximum, and elements such as trellises should be used to subdivide the width of the door.

0.9 Parking Podiums

Podiums should be considered part of the building base, with wall textures, colors, and dimensional modules that are coordinated with the residential architecture.

1. Podium entrances should not be located along primary streets. When the only way to access podiums is along primary street frontage, garage entrances must be recessed behind the front wall of the building to minimize visual impact to the street, and should not exceed twenty (20) feet in width.
2. Vehicle entrances should be treated with architectural articulation and landscape materials so as to identify a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.
3. Exposed podiums should not have blank concrete walls. Podium wall textures, colors, and dimensional modules should be coordinated with those of the residential architecture above the podium. Detailing and design, such as decorative scoring, concrete blocks with special surface textures (e.g., split-face block, combinations with precision face, etc.), integral color and/or inset tiles are recommended to provide additional surface articulation.

ARCHITECTURAL STYLE

The discussion that follows provides a "stylistic" frame-work for the design of new structures. The Design Guidelines below do not prescribe specific styles for new buildings. Rather, the guidelines are set up to allow for a range of architectural styles and types, so as to encourage creativity in design. The Guidelines set up a framework for quality design by establishing a framework for a good urban design relationships between buildings and an assured level of quality in construction.

Residential influences in San Fernando are eclectic, ranging from Spanish-inspired styles to east coast influences. New residential buildings should build upon these roots, and draw from the broad menu of residential styles the city has to offer. These include Mission, Mediterranean, Spanish Colonial Revival, and Monterey Mediterranean styles; as well as Southern California variations on the Craftsman, bungalow and various Victorian styles. Beloware some of the primary features found in each architectural style:

Elements of Mission architecture:

Plain, smooth stucco siding

- Large square pillars and twisted columns Timberwork, wood framing and balustrades Bell or corner towers
- Sloping, low-pitched or hipped roofs or flat roofs with parapets.
- Red roof tiles, wood shingles or clay tiles.

Vehicle entrances should be treated with architectural articulation.

Exposed podiums should include detailing and design such as concrete blocks with special surface textures.

The San Fernando Rey Mission displays stucco siding and square pillars.

A Spanish Colonial facade with arched wintows and ironwork.

A Mediterranean styled home in San Fernando.

An example of the California bungalow.

Elements of Spanish Colonial Revival architecture:

- Stucco, brick, wood, or combinations of these materials.
- Little or no overhanging eaves
- Deeply inset windows within thick stucco walls Arches, especially above doors, porch entries and main windows
- Decorative ironwork, particularly at balconies, porches and on roof forms.
- Courtyards, porches, pergolas and other shaded or sheltered outdoor areas Red tile roofs
- Red tile roofs

Elements of Mediterranean architecture:

- Asymmetrical shape with cross-gables and side wings
- Carved doors
- Ornate detailing including molded decoration, carved wood and stonework, or cast ornament Spiral columns and pilasters
- Carved stonework or cast ornaments
- Patterned tile floors and wall surfaces
- Flat roof and parapets, or a hipped roof

Elements of the Monterey style:

- Paneled doors with sidelights
- Double-hung windows with mullions
- Ornate wood spindlework
- Projecting continuous balconies or porches on upper-stories Wooden verandas
- Low pitched, hipped or gabled roofs, often covered with shingles

Elements of the Craftsman style:

- Full- or partial-width porches
- Pedestal-like, tapered columns
- Overhanging eavesand exposed roof rafters
- Low-pitched gabled roof
- River rock exterior elements
- Horizontal wooden clapboard siding
- Smooth stucco or concrete building exterior

Elements of the California Bungalow house:

- An offset entryway
- A projecting bay on the façade
- Large front porch with square columns

- One or one and a half stories
- Low-pitched roof
- River rock exterior elements
- Horizontal wooden clapboard siding
- Smooth stucco or concrete building exterior

Elements of the Victorian (Queen Anne and Eastlake) styles:

- Asymmetrical facades
- Elaborate spindlework ornamentation
- Corner or curved towers
- Extensive, wrap around porches on the first floor
- Surfaces with a variety of patterning, i.e. clapboard or patterned shingles Protruding bay windows
- Steeply pitched roofs

Elements of the Art Deco style

- Angular form, often with stepped back façade
- Symmetrical or asymmetrical massing
- Strong vertical accents
- Use of glass or tile on wall surfaces
- Bands of design and carving
- Ornament in cubic forms and zigzag designs, often in colorful terra cotta

Elements of the Streamline Moderne style

- Horizontal building orientation
- Technological and nautical themes / references
- Smooth, rounded building corners
- White or light in color
- Long bands of windows
- Rounded edges, corner windows, and glass block walls

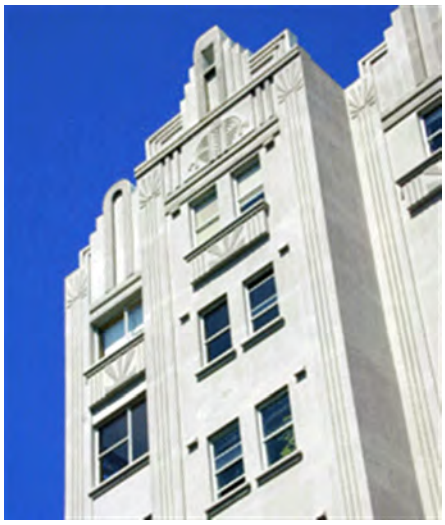
FACADE COMPOSITION

0.10 Building Materials:

A variety of detail is recommended for buildings in the Maclay District, to contribute to a neighborhood character, where each building has its own, highly personalized detail and design elements. Where appropriate, combinations of surfaces and textures may be used to achieve this variety.

1. *Primary materials* are those that clad the main building walls. Materials to be used as the primary cladding include:

A Victorian home in San Fernando.



An example of an Art Deco multi-family building.

A residential example of Streamline Moderne.

Stucco may be used as a primary building material.

Wood timber detailing may be used as an accent material.

Concrete block may be used as a base material.

a. Stucco: Stucco, cement plaster or stucco-like finishes are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface tex-tures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.

b. Brick: Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is required.

c. Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used, and traditional Craftsman styling such as timber detailing and exposed bracing are recommended.

2. *Accent materials* may be used as to add interest and variety at a more intimate scale, for example at porches, or at window surrounds or other architectural framing. Accent materials include stucco, brick and wood, as listed above, and also include stone and stone veneers. Stone should be used only as a base or as a special decorative material for wall panels or sills in combination with stucco or EIFS materials.

3. *Base materials* are those used along the bottoms of building walls, and can be carried to vertical portions of buildings such as columns, pilasters, or piers, to impart a sense of permanence and solidity. Primary materials are often carried to the building base, but may also include:

a. Precast Concrete: Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is required.

b. Poured-in-Place Concrete: Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a site work material. Where exposed, the location of form-

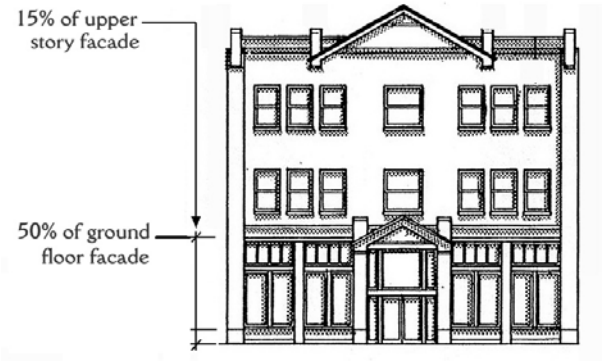
work tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.

c. Concrete Block: Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a site work material; precision concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (e.g., precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An antigraffiti coating is recommended.

0.11 <u>Windows:</u>

Windows should be grouped so that they recognizably belong to a building module or volume, and create a recognizable composition within each unit with a clear hierarchy of major and minor windows, rather than being repeated uniformly across a wide façade with multiple components.

1. At residential ground levels, windows should be designed and oriented so as to preserve privacy for ground floor units, and should comprise *a minimum* of fifteen (15%) percent of the building wall area.
2. At retail clusters, ground floor and storefront windows should comprise a minimum of fifty percent (50%) of the ground floor facade surface area. To restrict visibility into private residences, windows at the ground level in the Maclay District should be restricted in proportion to the building wall. Windows should increase in number and size at upper stories.
3. At upper stories, windows should comprise a minimum of fifteen (15%) percent of each floor's façade wall sur-face area.
4. Buildings should include vertically proportioned façade openings; with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 1.5:1 to 2:1).
5. Where window openings are paneled, for example divided with multiple groups of vertical windows, true di-vided light windows or sectional windows are recommended. Snap-in muntins and those sandwiched within double-paned glass should not be used.
6. Window frames should not be set flush with walls. Glass should be inset a minimum of two (2) inches from the exterior wall and/or frame surface.



At retail clusters, windows should comprise a minimum of 50% of the ground floor facade and 15% percent of upper story façade .

Windows should have a greater height than width.

Windows should NOT be set flush with walls.

At shallow insets, projecting sills, molded surrounds, lintels and/or trim should be used to frame openings.

Sills and surrounds should be proportioned to relate to the window size.

Aluminum sliding windows should not be used.

a. At deeply inset windows (greater than 4" from the exterior wall); the framing may be simple and relatively unarticulated. At shallower insets (2-4" from the exterior wall), projecting sills, molded surrounds, lintels and/or trim should be used to frame openings.

b. Sills and surrounds should be proportioned to relate to the window size. For windows less than 48" in width, surrounds should not exceed 6" in width. For windows greater than 48" in width, surrounds should not exceed 8" in width.

7. Special Windows – Individual elements such as bays or dormers should be used to add interest and a domestic character to the facade. Decorative treatments on windows or balconies, such as wood or metal grilles on windows or balconies, wood balcony columns and balustrades, and simple detailed trim are recommended.
8. Aluminum sliding windows should not be used.
9. Clear glass is recommended. Reflective glazing should not be used. Non-reflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
10. Deeply tinted glass or applied films should not be used. If tinted glazing is used, light tints and green, gray and blue hues are recommended.
11. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

0.12 Doors:

Doors should match or complement the materials, design and character of the primary building; for example ornate carved doors at Mediterranean style homes, and simply styled doors with subdued ornamentation at Craftsman style residences.

1. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.
2. Doorways leading to upper story uses should be distinguishable from those leading to retail establishments.

0.13 Openings and Façade Elements:

Other design elements may be used in coordination with windows and doors, to create a consistent effect of openings across the facade wall. Openings and façade elements should be organized along the façade so that each grouping is recognizable as belonging to an individual unit or module of units.

1. Façade elements should create an ordered composition across the building façade, to create a recognizable grouping of elements that defines each individual unit or module within the larger building.
2. Buildings should not have large, blank or monotonous surfaces except when such façade wall areas are used in contrast to concentrated detail in other areas of the façade, as in Spanish architecture styles. Designs should include sufficient articulation, such as bay windows, entrance vestibules and dormers, to create appropriately scaled, interesting facades.
3. Alcoves, balconies, porches or other indoor-outdoor elements should be used to provide outdoor spaces for upper story tenants, and to articulate the unit on the façade. Balconies should be designed as individual elements; run-on or continuous balconies that extend across the length of a façade should not be used except where integral to a building's architectural style such as with Monterey Style.
4. Special architectural features should be used to create articulated, interesting facades that look custom-made for each individual building, rather than mass produced for a complex or development. These include features such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, et cetera.

ROOFS

0.14 Roof Types:

Buildings in the Maclay District should use a variety of roof forms on each building, to accentuate the fine grain of the neighborhood-scaled district and to denote individual units where possible. No single roof form may extend for more than one hundred (100) feet in length, without incorporating a change in orientation, slope or roof type.

1. All continuous sloping roof forms (i.e., without flat horizontal portions) are recommended. These include pitched, gable, hip, and pyramidal roofs, which should be designed as follows:
   a. Roof overhangs are recommended. Brackets and corbels (i.e., decorative supporting pieces designed to bear the weight of projected overhangs), or other expressed roof overhang supports are recommended to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing.
   b. The soffit (i.e., the underside surface of the roof overhang) should be incorporated into the overall architectural composition with beams,

Balconies and porches should be used to provide outdoor spaces for upper story tenants.

Special architectural features such as bay windows and dormers should be used.

The vertical edge of the roof should be detailed in accordance with the building's architecture.

Roof brackets and supports should be used.

coffers, light fixtures and other design articulation.

c. The vertical edge of the roof should be detailed to demonstrate additional horizontal layers, stepbacks, trim, and other detailing.

2. If used, flat roofs should always be edged with parapet walls; and softened with residential accessories such as shading elements, or trellises.

0.15 Roof Materials:

Selection of roof materials should be made with consideration for the neighborhood context. Roof materials and color should be selected with consideration for views from above. Recommended roof materials include:

1. Clay, Terra Cotta or Concrete Tile: Tile roofs are recommended wherever sloping roof forms are used. Projects should use authentic terra cotta 2-piece barrel tiles, and avoid simulated products. A double row of tiles should be used to terminate the roof at the edge of rooflines.
2. Asphalt, Slate or Cement/Slate-type Shingles: Projects using shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.
3. Tar and Gravel, Composition, or Elastomeric Roofs: These roof materials should be limited to flat roof locations, and should be screened from view from adjacent buildings and sites by parapet walls. They should be avoided where prominently viewable from adjacent multistory buildings or nearby uphill areas.

0.16 Equipment and Screening:

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be completely screened by architectural enclosures that are derived from or strongly related to the building's architectural expression, or enclosed within roof volumes.
2. In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements should strongly relate the screening to the building's architecture.
3. The location, spacing, materials, and colors of down-spouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

COLOR

A consistent color palette is recommended for the Maclay District, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

4. Variety across adjacent buildings is recommended to personalize each building, and to contribute to a vibrant neighborhood character. Lighter colors ranging from white to soft cream, yellow and deep beige, are recommended at primary building walls, as shown on the color palette that follows. Dark colors like deep brown or black should not be used as primary wall colors.
5. Accent colors can be used to highlight special architectural features such as building bases or wainscots, windows and window frames, railing, shutters, ornament, fences, and similar features. Secondary and accent colors may be stronger, and more saturated in hue than primary colors - accents of deeper reds and dark browns are recommended, as shown on the color palette that follows on page 111. At Spanish-influenced styles, accent colors should be a darker shade against a light-colored primary building wall. Fluorescent colors should not be used.
6. For tiled roofs, red and terra cotta colors are recommended. For shingle and other roof styles, grey or earth tones are recommended. Light colored roofs may also be used to reduce solar radiation; these should be should be screened from view by architectural enclosures such as parapet walls or other screening treat-ment.

COLOR PALETTE

Workplace District

Development Standards

PURPOSE

The Workplace Flex District is established for the purpose of providing a cohesive district that support the commercial and industrial uses of the city while providing appropriate areas for limited live-work uses and limited retail.

Most standards cover all development throughout the district. However, in some instances, most notably the listings of permitted and conditional uses, special standards have been designated necessary to reinforce the district's character. In these cases standards vary by sub-district. These variations are marked by an asterisk (*).

PERMITTED USES

0.1 Permitted Uses in the Workplace Flex District.

A. Food-related sales, including drive-up and drive-in restaurants; full-service sit-down restaurants are not permitted (see 2.2 Conditional Uses, below).

B. All uses permitted in the M-1 and M-2 zones including: manufacturing and light industrial uses, including research and development, manufacturing, assembling, repairing, testing, warehousing, wholesaling, assembly and production facilities (other than those which may be obnoxious or offensive because of emission of odor, dust, smoke, gas, noise, vibration, radiation or extensive use or storage of hazardous materials, or other characteristics with a significant potential to be detrimental to the public health, safety or general welfare as determined by the Community Development Director).

C. Parking structures and facilities.

D. Service commercial uses, including electrical supply; plumbing, heating, air conditioning equipment supply and repair; photographic equipment and supply stores; film laboratories; home furnishings, hardware and appliance sales and repair; contractor supply and home improvement stores; tool sales and rentals.

E. Schools for business and professional practice, performing and fine arts, and vocational training for trades.

F. Studios for workplaces, including design professional and artist studios (all media), recording studios, television, movie and media arts production studios, photography studios, and post-production studios, but not including studios open to the public for physical training such as for dance, exercise and the martial arts.

G. Retail sales and services over 7,500 square feet in floor area.

H. Additional uses: Other similar and compatible uses deemed by the Community Development Director to meet the purpose and intent of this sub-district.

Note: Any sale of alcoholic beverages in this district is subject to *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 4, Subdivision II (Section 106-176 ***et seq***.)

0.2 Conditional Uses in the Workplace Flex District.

Conditional uses shall be reviewed in terms of the location, design, configuration and impact of the proposed use, per *San Fernando City Code*, Chapter 106 (Zoning), Article II, Division 4, Subdivision I, (Sec. 106-141 et seq.). The following conditional uses may be permitted:

A. All conditionally permitted uses in the M-1 and M-2 zones not otherwise noted herein.

B. Automobile sales and related services, provided any related auto repair activity is conducted entirely within an enclosed building. (Note: Independent auto repair businesses or other auto repair activity not conducted as part of an auto sales business is not permitted.)

C. Automobile rental agencies.

D. Full-service sit-down restaurants over 5,000 square feet in size.

E. Gasoline refueling service stations.

F. Live-work, where an occupation, hobby or profession may be conducted within a dwelling, provided the following:

1. Permitted home occupation commercial activities shall be classified as a business and shall be subject to *San Fernando City Code* Chapter 106 (Zoning), Article VI, Division 9 (Section 106-1241 et seq.) regulating home occupations.

2. Activity is limited to office and studio workplace activities including the making of arts

and crafts, and other activities compatible with residential use.

3. Use is open to client visitation only by appointment; walk-in trade is not permitted.
4. The maximum number of employees discounting the owner/occupant is limited to two.

G. Additional uses permitted with a conditional use permit: Other similar and compatible uses deemed by the Planning and Preservation Commission to meet the purpose and intent of this District and of the San Fernando Corridors Specific Plan.

DEVELOPMENT INTENSITY

0.3 Floor-Area-Ratio.

For all non-residential development, the maximum Floor-Area-Ratio (FAR, defined as the floor area of the building divided by the total project site area) is 2.0. Parking facilities shall not be included in these calculations..

0.4 Residential Density.

For all live-work development, the maximum density is 18 units per acre.

HEIGHT

0.5 Height.

Height, as measured from sidewalk or finished grade to top of flat roof, cornice, parapet, or eave line of a peaked roof.

A. Buildings may not exceed a maximum height of 3 floors or 40 feet, whichever is less.

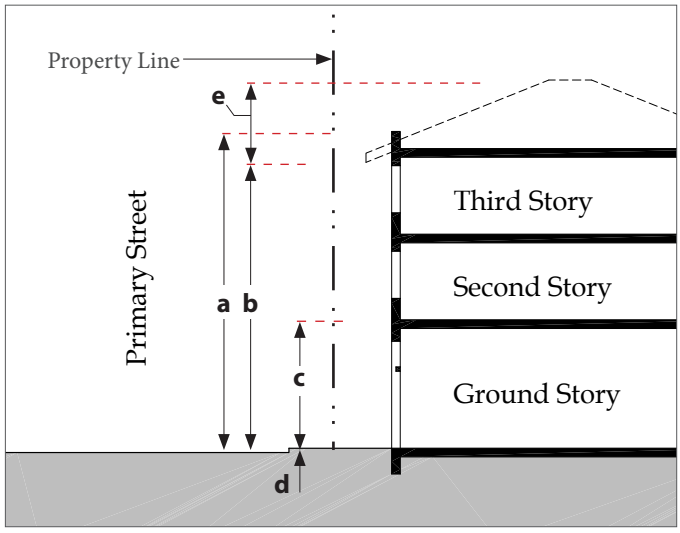
B. Accessory buildings, including freestanding garages, service structures and tool sheds, may be a maximum of 12 feet.

C. Exceptions - subject to review and approval by the Community Development Director:

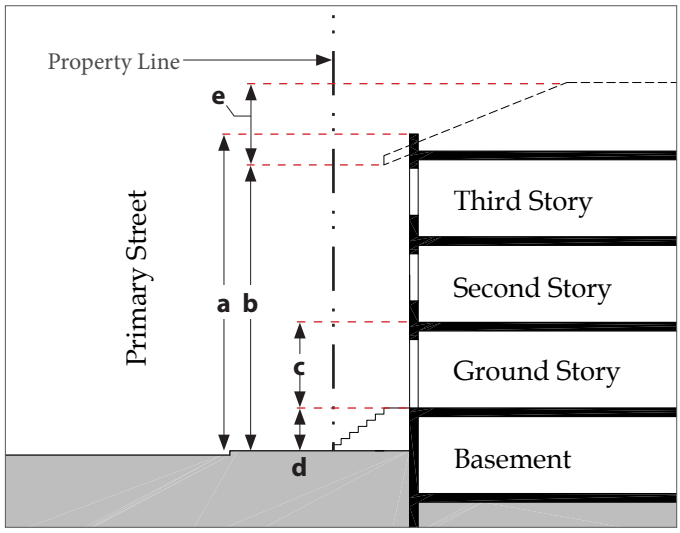
1. Rooftop structures, such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos, may exceed the height limit by ten (10) feet, provided they are set back a minimum of ten (10) feet from building walls and are screened on all sides by a parapet or sloping roof that is architecturally integrated within the building design.

2. Pitched roofs may exceed the height limit by no more than ten (10) feet.

Ground floor at grade



Above grade basement



Frontage Element		Min.	Max.
a	Height to top of parapet	24 ft.	40 ft.
b	Height to bottom of eave	24 ft.	40 ft.
c	Ground floor to floor height	14 ft.	-
d	Ground floor above sidewalk or grade	0 ft.	5 ft.
e	Pitched roof height above eave	-	10 ft.

SETBACKS

0.6 Front Setbacks for the Workforce Flex District.

A. The minimum setback is four (4') feet, and the maximum setback is fifteen (15') feet. Buildings shall be setback as necessary to accommodate a minimum 12 foot wide sidewalk as measured from the face of curb to the face of building.

B. Front entrances, entrance porticos, canopies and special architectural features (meaning those that do not increase the interior floor area of the property, i.e., balconies or bay windows) may extend a maximum of five (5) feet beyond the front setback line.

C. At corner parcels, setback requirements apply to both street frontages.

0.7 Side Setbacks for the Workplace Flex District.

For all buildings, minimum side setback is five (5) feet, and maximum setback is fifteen (15) feet.

0.8 Rear Setback.

For all buildings, minimum rear setback is ten (10) feet. Where a rear alley is provided, the rear setback may include one-half of the alley / right-of-way width.

0.9 Setbacks for Parking Lots And Structures .

At-grade parking lots and freestanding parking structures shall be set back a minimum of six (6) feet from the front property line, five (5) feet from side property lines and building walls, and six (6) feet from rear property lines. The perimeter of parking lots shall be landscaped as described herein below in *6.3 Landscaping & Screening*.

SITE DEVELOPMENT

0.10 Driveway Access.

A. The maximum number of curb cuts associated with a single building is one (1) two-way curb cut or two (2) one-way curb cuts. Otherwise, the maximum number of curb cuts is one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty (150) feet of street frontage.

B. The maximum width of curb cuts is twelve (12) feet for one-way and twenty (20) feet for two-way driveways.

C. Driveway setbacks must be a minimum of five (5) feet from adjoining properties, and a minimum of three (3) feet from adjacent buildings.

D. Service access must be from alleys and rear parking areas wherever possible.

0.11 Open Space.

A. Live-work Developments: Outdoor space shall be provided as follows:

1. A minimum of fifty (50) square feet of private open space per live-work unit. Patios, porches, balconies, terraces, and decks may be used to provide private space within multi-family structures, at a minimum dimension of five (5) feet in any one direction. Private areas should be adequately separated to ensure the privacy of the units.

0.12 Landscaping & Screening.

A. Front setback areas within 12 feet of face of curb shall be hardscaped with concrete to match adjacent sidewalk. Remaining setback shall be landscaped, by the installation of trees and ground cover, over at least 50% of the front setback area, exclusive of driveways.

B. A minimum five (5) foot wide planting area must be established at the perimeter of parking lots and driveways. Where parking lots are sited adjacent to or backing onto residential buildings, the parking lot should also be screened with an attractive screen fence or low wall, and planted with ground cover and trees adjacent to the screening fence or wall at a maximum spacing of twenty (20) feet on center.

C. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, must be located away from streets and enclosed within a portion of the building, or screened by landscaping, fencing or other architectural means. Trash facilities and recycling containers must always be within structural enclosures.

D. Rooftop equipment must be screened from view and architecturally integrated in the building design.

0.13 Lighting

A. All exterior area lighting shall be full cut-off fixtures (where no light is emitted above the horizontal plane) with the light source fully shielded or recessed to preclude light trespass or pollution up into night sky.

B. All exterior area lighting adjacent to residential uses shall be sited and designed to prevent light spill into residential units.

C. Freestanding luminaires shall be mounted no higher than eighteen (18) feet, measured from the finished

grade. Building-mounted luminaires shall be attached to walls or soffits (the undersides of ceilings or overhangs), and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. (Please refer to the *Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for lighting design.)

D. All decorative uplighting, such as those illuminating building facades or landscaping, shall be operated on timers that turn off illumination after 12 midnight nightly.

0.14 Utility Easements.

A. All public utility easements must be provided under or immediately adjacent to new public rights-of-way, or within other public easement areas acceptable to the Public Works Director.

B. All on-site utilities shall be placed underground unless specified otherwise by the Public Works Director.

SIGNAGE REGULATIONS.

0.15 Permitted Sign Types.

A. All permanent signs are subject to design review. As per *San Fernando City* Code, Chapter 106 (Zoning), Article V, Division 5, Section 106-927, a sign permit shall be required prior to the placing, erecting, moving, reconstructing, altering or displaying of any sign within the district.

1. Building-Mounted Signs, including wall signs and projecting signs.
   a) Individual lettering or characters or logotypes on signs may not exceed three (3) feet in height.
   b) All building-mounted signs should be located above the storefront of the building, in the sign band or on other useable wall area below the sign band. Building-mounted signs may not extend above the roofline or parapet wall of the building.
   c) Wall signs may not project more than four inches from a building, and may not extend above the roofline or parapet wall of the building.
   d) Projecting signs must be placed at minimum 10 feet above the ground, and must not project more than four feet from the building face. They may not extend above the top of the storefront cornice or parapet, unless approved by the Community Development Director in conjunction with a sign plan for the building as a whole that is determined to be complementary with the building's design.
   e) No sign displays may be permitted directly onto the window of a building.
2. Awning and Canopy Signs are permitted.
   a) Sign copy (letters and graphics) on awnings is limited to the front valence of the awning, and must consist of no more than one line of lettering. Individual lettering or characters or logotypes comprising this line may not exceed twelve (12) inches in height.
   b) Awnings must generally be centered over the entrance or storefront, and located a minimum 10 feet above the ground. Awnings and canopies should not obscure transom or clerestory windows.
3. Window Signs are permitted.
   a) The combination of all window signs, including both primary and temporary window signs may not cover more than twenty-five percent (25%) of the total window area.
4. Free Standing Signs and Pole Signs are not permitted. Exceptions include:
   a) Directory signs or kiosks, to a maximum height of four (4) feet, and a maximum area of 30 square feet. These may be considered for sidewalk locations; those for private arcades or building complexes should be on private property, located in publicly accessible courts, access ways or passages. Proposed locations are subject to design review for pedestrian and ADA clearance and conformance with street and sidewalk character.
   b) Signs attached to architectural elements such as archways, trellises, and entry piers are permitted only for addresses, project identity signs, or directories.
   c) Parking Entry and Incidental Traffic Control Signs.
5. Roof-top mounted signs are not permitted.
6. Signs that are developed as part of a themed sign program for an overall development may be considered under the provisions of a Planned Sign Program.
7. Temporary banner signs shall not exceed a maximum area of thirty (30) square feet, and shall be limited to the width of the storefront for the business displaying the banner sign. No more than one banner sign is permitted per

street frontage per business, unless otherwise approved by the Community Development Director.

0.16 Sign Area.

A. For primary building frontage, the sum total area for any combination of permitted sign types is one (1) square foot per one (1) linear foot of ground-floor tenant street frontage, not to exceed 120 square feet of total sign area or 100 square feet in any single sign face display. This total includes both ground-floor and upper story uses.

B. For secondary building frontage, the allowable sign area is one-half (0.5) square foot per one (1) linear foot of tenant street frontage, not to exceed fifty (50) square feet of total sign area. Any signs facing abutting residentially zoned property shall have no internal illumination, and any spotlights or other sources of indirect illumination shall be shielded to prevent glare.

0.17 Sign Content

A. Signs displayed pursuant to this section shall refer only to businesses or occupants located on the premises where the signage is located and only to products and/or services available on the premises.

B. Each business or building occupant with exterior sign display shall include within its sign content the name of the business or occupant in letters of the roman alphabet that are at least six inches in height, and that are legible to the public and to emergency service responders.

C. All signs pertaining to the sale of alcoholic beverages or to the sale of tobacco products shall comply with *San Fernando City Code,* Chapter 106, Article V, Division 5, Sections 106-940 and 106-941.

PARKING.

0.18 Vehicular Parking Requirements.

The minimum number of parking spaces required to be supplied for each category of use shall be provided as indicated in this section. No maximum number of off-street parking spaces have been provided for uses in this district. Requirements for renovation, enlargements or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher intensity use.

Requirements may be satisfied either on-site, on-street along adjacent public street frontages, by constructing or purchasing spaces in off-site parking structures, and/or by payment of an in-lieu parking fee to fund shared public parking. Curbside parking directly in front of a parcel, including partial spaces where at least seventy-five percent (75%) of their length lies directly in front of a parcel, may count towards minimum parking requirements for that site.

A. Administrative, professional, and government offices: Minimum -1 space per 400 square feet (2.5/1,000 sf).

B. Automobile sales, services and rentals: Minimum -1 space per 300 square feet (3.3/1,000 sf).

C. Health and exercise studios: Minimum - 1 space per 200 square feet (2.5/1,000 sf).

D. Lodging: Minimum -1.125 spaces per unit (One space for each living or sleeping unit, plus one space for each 10 such units).

E. Manufacturing and light industrial Uses: Minimum -1 space per 300 square feet (3.3/1,000 sf).

F. Medical and dental offices: Minimum -1 space per 150 square feet (6.6/1,000 sf).

G. Places of public assembly (including entertainment uses such as billiards and pool parlor, bowling alleys, and movie theaters): Minimum -1 space for each 5 fixed seats or 1 space per 50 square feet used for assembly purposes, whichever is greater.

H. Residential and live-work - Minimum -1 space per one-bedroom unit, 2 spaces per two-bedroom unit or larger; one additional guest space per five dwelling units (or .2 spaces of guest parking per unit). Guest parking may be provided off site through payment of an in-lieu fee.

   1. Special Condition: In-Lieu Fee – For residential units, payment of an in-lieu fee is limited to twenty five percent (25%) of the total spaces required. A minimum seventy-five percent (75%) of required parking must be provided on-site.

I. Retail uses at Neighborhood Services Overlay Areas: Minimum -1 space per 600 square feet (1.6/1,000 sf).

J. Retail Sales and Service Commercial Uses: Minimum -1 space per 200 square feet (5/1,000 sf).

K. Industrial uses are parked at one space for each 750 square feet of gross floor area up to and including 72,000 square feet, and thereafter one space for each 1,000 square feet of gross floor area; or one space for each two employees on the largest shift, whichever is greater.

0.19 Bicycle Parking Requirements.

A. For all uses, there shall be one (1) off-street bicycle parking space per ten (10) automobile parking spaces.

B. Off-street bicycle rack facilities for separate uses may be provided collectively if the total number of spaces provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to.

0.20 Off-Street Parking Lots.

A. Location: Surface parking lots may front onto Truman Street or San Fernando Road for no more than fifty percent (50%) of the width of the parcel. Parking lots and structures may not be located on corner parcels or be adjacent to parks, courtyards, or plazas, and should be located at the rear or at the side of buildings where possible.

B. Design: The layout and design of parking lots and areas, including access to required parking spaces, turning radii, angle of parking and aisle width shall be as set forth in parking lot design standards adopted in accordance with *San Fernando City Code*, Chapter 106 (Zoning), Article V, Division 3, Section 106-791 et seq.).

1. The perimeter of parking areas and driveways must landscaped as described herein above in *6.3 Landscaping & Screening*.
2. Surface parking areas must be planted with shade trees at a ratio of at least one (1) tree for every four (4) spaces. They must also meet the landscape requirements in accordance with *San Fernando City Code*, Chapter 106 (Zoning), Article V, Division 3, Subdivision II, Section 106-833, and lighted in accordance with *Code* Section 106-834.

STREET DESIGN STANDARDS

See Chapter 6 (Capital Improvements)..

NOISE

0.21 Maximum Noise Levels.

A. Sounds generated from all sources within the district shall be subject to the limitations specified in the *San Fernando City Code*, Chapter 34, Article II (Noise), (Section 34-26, et seq.).

MUNICIPAL CODE STANDARDS

0.22 Applicable Regulations

The development and occupancy of property in the Workplace Flex District shall be subject to the provisions and procedures of the *San Fernando City Code*, except that the permitted and conditional uses and the development standards for the Workplace Flex District as specified herein above shall supersede any conflicting regulation of the municipal code.

Workplace Flex District

Design Standards

PURPOSE

The purpose of the Workplace Flex District is to serve as the city's workplace district. It will be a place where the working elements of the City – the community's service areas, industrial, workshop, and creative office workplaces – coexist.

The workplace and mixed-use buildings that are envisioned for the Workplace Flex District should reflect their setting, along First Street, which provides a direct connection between Maclay Avenue's retail offerings, the Civic Center, and the Metrolink Station. Their design should be simple and dignified, appropriate to both the uses the buildings serve as well as to the First Street's workplace character. The Guidelines that follow will ensure that they reflect the working qualities of the Workplace Flex District, as the area where the community will come to meet their needs. Buildings are recommended to be horizontal in both proportion and form, with a greater length than height. They are directed to have an appropriate level of articulation, with building volumes and architectural features serving to subdivide long building masses. Windows and other façade elements will give interest and expression to simple elevations.

BUILDING MASS AND INCREMENT

0.1 Orientation:

Buildings should be sited to define the street edge of the First Street, by establishing a strong building wall along the street frontage.

1. Buildings should orient towards their primary street frontage and front the street. Buildings should not orient to parking lots at the sides or rears of buildings.
2. Building facades along the primary street frontage should contain the most articulated elevation of the building, with doors and windows that look onto the street. Frontages should be of a substantial scale and character, to appropriate define the "street wall" and create an inviting and comfortable pedestrian and bicycle experience along this important connection to the Metrolink Station.

The Workplace Flex District is the City's workplace district.

The Workplace Flex District has a number of vacant lots that provide opportunities for infill development.

Buildings should front the primary street, with parking lots to the side or rear of the site.

Buildings along the primary street frontage should be articulated with doors and windows, not blank facades like this building.

Buildings along the primary street frontage should be articulated with doors and windows, not blank facades

A live-work building where the massing is broken down into smaller house-scale volumes and the architectural elements reflect the scale of the street.

0.2 Horizontal Mass:

Buildings in the Workplace Flex District should be horizontal in proportion and form, and where possible should have a greater length than height. The horizontal length of the building should be articulated with building volumes, projections or other architectural elements to break up the larger building mass. These architectural subdivisions should occur at a maximum of every seventy-five (75) feet across the façade. Some methods of subdivision are noted below.

1. Vertical Architectural Features:
   a. Use large-scaled vertical piers, pilasters or columns to interrupt the length of a facade. These features should be a minimum of one and a half (1.5) feet wide to be readable from the street.
   b. Use a slender tower form to accentuate a portion of the building.
2. Building Volumes and Massing:
   a. Use a horizontal volume that projects from the façade to emphasize an important aspect of the building or use, for example the primary building entry or a major display space.
   b. Use a vertical volume that projects above the primary building mass.
3. Building Wall:
   a. Use detailing or a change in material to subdivide building bays - e.g., use brick framing to call out a building bay. Changes in material should always be accompanied by a change in plane.
   b. Vary the setbacks of portions of the building wall along the front façade to create a varied front facade, i.e. repeated building bays that represent a series of workrooms along the façade.
4. Individualized Roof Forms:
   a. Use variation in roof forms to subdivide the building profile, by utilizing different forms over towers, bays or other building volumes.
   b. Utilize a change in roof type (e.g., shed to gable) or orientation at special places along the facade.

0.3 Vertical Mass:

Buildings in the Workplace Flex District may be subdivided across the horizontal plane, to create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by. When provided, base treatment should extend around all sides of a building visible from the street. A building base may be created by any of the following treatments:

1. A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back, and openings within the base are seen to be more deeply recessed.
2. A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material), with a lighter quality at stories above (e.g. predominantly masonry at the ground, larger windows and more glass above).
3. Pronounced architectural feature at the ground floor, such as an entrance volume, arcades, or a horizontal building projection.

0.4 Corner Buildings:

Buildings located at the intersection of Hubbard Avenue should be designed to "mark" the corner on which they are sited and to create a gateway into San Fernando from the Metrolink Station, by acknowledging both street facades with façade articulation and detail. Recommended corner treatments may include:

1. Creation of a landmark roof form, such as a dome, conical or pyramidal roof.
2. Creation of a corner tower with a special roof.

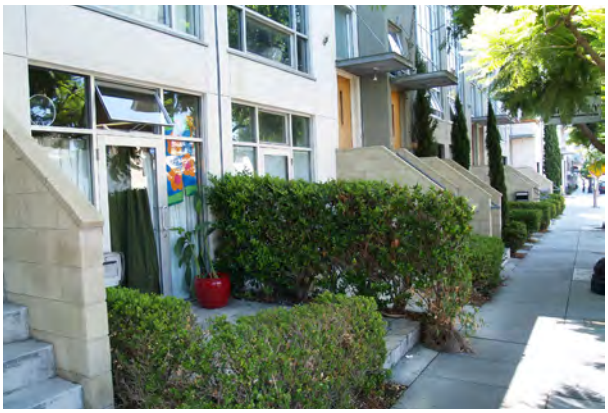
At minor intersections, a modest articulation of the building mass may be used to join the two street facades. Treatments may include:

1. A building protrusion or bay that "wraps" the corner.
2. A corner entrance that protrudes or is cut-away from the corner.
3. A change in roofline; e.g., a gabled end to "mark" the corner.

0.5 Main Entrance:

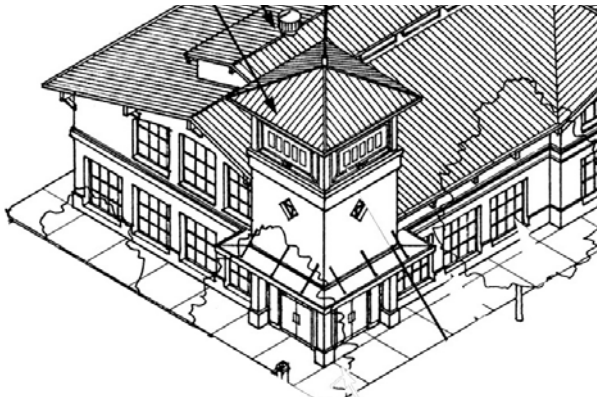
The main entrance of a building should be located along the primary street façade of the building. Entrances should be designed to be consistent with the overall architectural style of the building.

1. The main entrance of a building should be located at the primary street façade of the building, and should be architecturally treated in a manner consistent with the building style.
2. At all buildings, entrances should be clear and easily identifiable, using one or more of the following treatments:



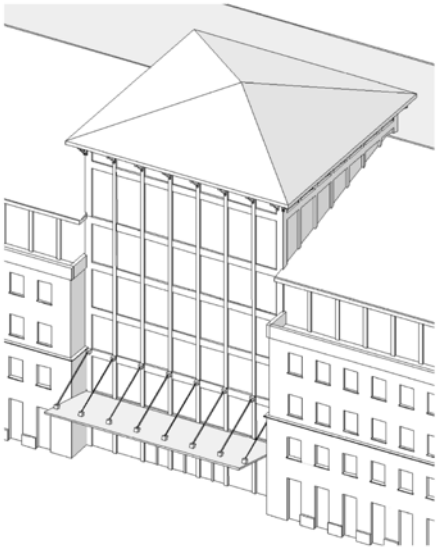
Live-work units with the residential portion accessed by stoops.

A 3-story live-work building clad in brick over a cast-in-place concrete base.



Recommended corner treatments include the creation of a corner tower with a special roof.

The main entrance of a building should be located at the primary street façade of the building.



The main entrance of a building can be marked by a taller mass above, such as a tower.

a. Indicated by a projection from the building façade, and covered by means of a portico (formal porch) projecting from or set into the building face;

b. Indicated by a recessed entry. Recommended treatments include special paving materials; ornamental ceiling treatments; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.

c. Denoted by a single arch or series of arches to indicate entry. Arcaded entry porches or passageways are also recommended.

d. Framed by special architectural elements, such as columns, archways, and overhanging roofs;

e. Denoted by a small roof overhang over the entrance, change in roofline or a major break in the surface of the subject wall;

f. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface.

3. Where buildings include a mix of uses, entrances to upper story uses and to live-work uses should be clearly distinguishable in form and location from retail and workplace entrances, through the following treatments.

   a. Accented by architectural elements that are "residential" in character, such as small windows above the door, sidelights, and ornamental light fixtures, front stoops or plantings.

   b. Indicated by a recessed entrance, i.e. a vestibule or lobby.

4. At live-work buildings, multiple entrances are recommended on the front façade. Entrances should be coordinated with the architectural elements described in "Horizontal Mass", above. The following elements are recommended for live-work entrances:

   a. Raised stoops, open porches, and/or entrance vestibules to increase the privacy threshold between street and residential portion of the live-work unit. At attached residences, these should correspond to the vertical modules of units.

   b. Low hedges, fences and/or entry gates to separate private front yards from the public sidewalk. Chain link fences should not be used.

   c. Ornamental lighting along walks and driveways to highlight entrances and enhance security.

   d. A rise in grade (of two to three feet) from the public roadway to the live-work unit, to protect the privacy of the residential uses.

   e. Special landscape materials to define front yard spaces and/or accent the entry sequence.

0.6 Accessory Buildings and Additions:

Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

1. The existing siding should be carried onto the addition or out-building.
2. Accessory buildings should include articulation in the form of windows and doors, in the same style as the main structure.
3. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

0.7 Loading and Service Entrances

The visual impact of loading and services entrances should be minimized. Facilities should be incorporated into the overall composition of the façade.

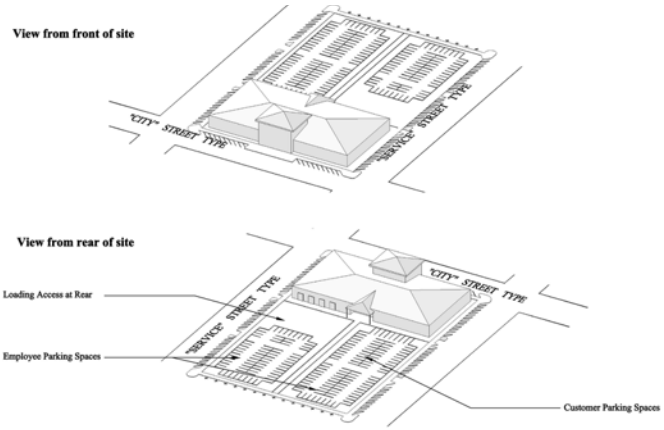
1. Service entrances and facilities, such as loading docks and storage areas, should be considered in the site layout. They should be sited to the side or rear of the building where possible.
2. Portions of the building facade containing service or truck doors should be integrated into the architectural composition of the larger building facade design. Architectural treatments, materials, and colors should be extended from building facade areas into the facade portion containing truck doors.
3. Roll-up security doors should be detailed to conceal door housings and tracks, and provide an attractive and finished appearance for all exposed components.

0.8 Vehicular Entrances:

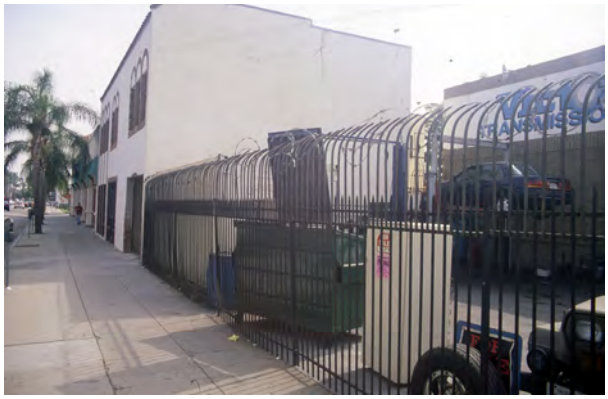
Whenever possible, garage entrances should be located to the rear or side of the property to minimize visual impact to the street.

1. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.

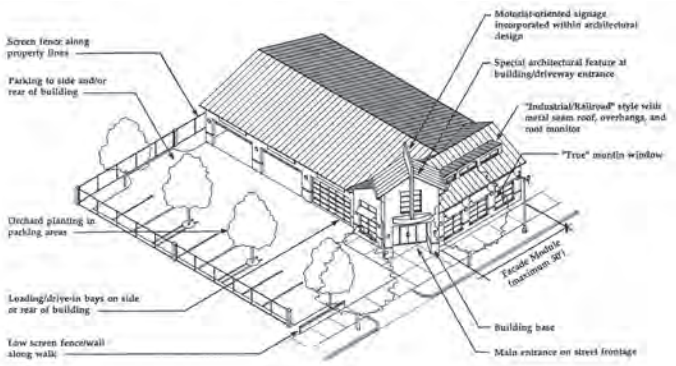
Vertically street-oriented windows arrayed in a traditional pattern.



Parking and loading entrances should be sited to the side or rear of the building.



Storage and trash areas should be sited to the rear of the buidling, and not be visible from the street.



Garage entrances should be sited to the side or rear of the building.

The large windows and simple landscaping of this light industrial building contribute to a pedestrian-friendly environment.

Storage and trash areas should be sited to the rear of the buidling, and not be visible from the street.

0.9 Parking Podiums

Podiums should be considered part of the building base, with wall textures, colors, and dimensional modules that are coordinated with the rest of the building.

1. No building may have more than one garage or podium entrance per streetfront.
2. Podium entrances should not be located along First Street. When the only way to access podiums is along First Street frontage, garage entrances must be recessed behind the front wall of the building to minimize visual impact to the street, and should not exceed twenty (20) feet in width.
3. Vehicle entrances should be treated with architectural articulation and landscape materials, to "mark" a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.
4. Exposed podiums should not have blank concrete walls. Detailing and design, such as decorative scoring, concrete blocks with special surface textures (e.g., split-face block, combinations with precision face, etc.), integral color and/or inset tiles are recommended to provide additional surface articulation.

ARCHITECTURAL STYLE

The discussion that follows provides a "stylistic" framework for the design of new structures. The design guidelines below do not prescribe specific styles for new buildings. Rather, the guidelines are set up to allow for a range of architectural styles and types, so as to encourage creativity in design. The guidelines set up a framework for quality design by establishing a framework for a) good urban design relationships between buildings, and b) an assured level of quality in terms of construction.

No particular architectural style is recommended for the commercial and mixed-use corridor buildings in the Workplace Flex District. Buildings may reference existing styles along Truman Street and First Street, which include an eclectic mix of modern, traditional workplace and industrial building types to Spanish-influenced styles. In general, buildings should have a simple straight-forward character, with clean lines and detailing. Ornament should be used where appropriate, in a manner that is consistent with the overall building style. Each building should contribute to a unified, identifiable image for the district, through the use of similar and/ or complementary colors, materials and roof forms.

The following features are appropriate for use on buildings in the Workplace Flex:

- A restrained use of materials (i.e. usually one primary material), ranging from solid materials such as stucco, brick masonry, manufactured or natural stone, and precast concrete; to more visually dramatic materials such as architectural metal, glass and steel;
- Restrained building decoration, such as molded decoration, cornice lines, or articulation of the structural framework;
- Dark timberwork, or other use of accent materials;
- Flat roofs topped by decorative or capped parapets, pediments or cornices;
- Very low-pitched sloped or shed roofs; and
- Clay and concrete roof tiles, metal roofing.

FACADE COMPOSITION

0.10 Building Base

All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by. Base treatment should extend around all visible sides of a building. A building base may be created by any of the following treatments:

1. A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back, and openings within the base are seen to be more deeply recessed.
2. A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material), with a lighter quality at stories above (e.g. predominantly masonry at the ground, larger windows and more glass above).
3. Pronounced architectural feature at the ground floor, such as an entrance volume, arcades, or a horizontal building projection.

0.11 Building Materials:

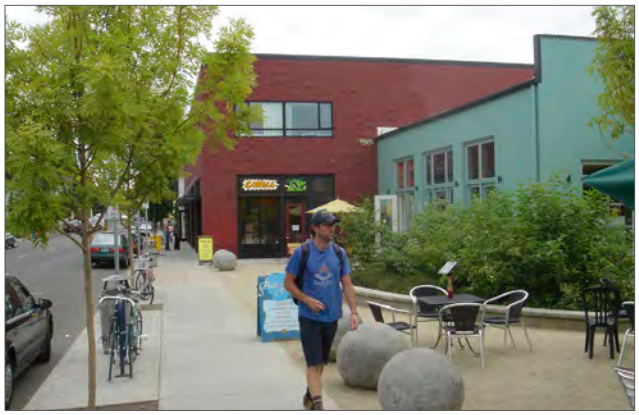
Simple wall surfaces are recommended for buildings along Truman Street and First Street. Articulation should be given through basic façade elements, such as deeply inset windows and doors or expression of the structural framework.

1. *Primary materials* are those that clad the main building walls. Materials to be used as the primary cladding include:

Buildings may reference the Spanish-influenced styles for newer workplace and industrial buildings.

Materials ranging from stucco to brick masonry are appropriate for buildings in the Workplace Flex District.

A contemporary building with brick cladding and large architectural glass.



A new brick mixed-use office building next to an existing light industrial building.

A simple light industrial building clad in corrugated metal with large street-facing windows.

a. Stucco: Stucco and cement plaster are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.

b. Brick: Full size brick veneer is preferable to thin brick tile. Rock veneer may also be used. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is recommended.

c. Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used.

d. Precast Concrete: Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is recommended.

e. Contemporary Materials such as Architectural Metal, Glass and Steel: Profile, corrugated, and other metal surfaces (i.e. sheet, rolled and extruded) should be detailed with adequate thickness to resist dents and impacts. All materials should be maintained to ensure a quality appearance.

2. *Accent materials* may be used as to add interest and variety at a more intimate scale, for example at window surrounds or other architectural framing. Accent materials include stucco, brick wood, precast, metal glass and steel, as listed above, and also include:

a. Ceramic tile: Tile should be limited in use to a facade cladding or decorative wall accent material. Grout color should be coordinated with tile and other building colors.

b. Manufactured or Natural Stone, and Stone Veneers: Natural stone is preferable; synthetic materials should be reviewed for quality appearance. Stone should be used as a base or as

a special decorative material for wall panels or sills in combination with other materials, such as stucco, brick or concrete.

3. *Base materials* are those used along the bottoms of building walls, and can be carried to vertical portions of buildings such as columns, pilasters, or piers, to impart a sense of permanence and solidity. Primary materials are often carried to the building base, but may also include:

   a. Poured-in-Place Concrete: Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a sitework material. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.

   b. Concrete Block: Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a sitework material; plain stack bond concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (e.g., precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.

0.12 Windows

Windows should be organized to reflect and reinforce the architectural elements described in "Horizontal Mass", above, to create a recognizable composition across the façade.

1. Windows should comprise a minimum of twenty percent (50%) of the ground floor façade.
2. Where window openings are paneled, i.e. divided with multiple groups of vertical windows, true divided light windows or sectional windows are recommended. Snap-in muntins and those sandwiched within double-paned glass should not be used.
3. Window frames should not be set flush with walls. Glass should be inset a minimum of two (2) inches from the exterior wall and/or frame surface.

   a. At deeply inset windows (greater than 4" from the exterior wall); the framing may be simple and relatively unarticulated. At shallower insets (2-4" from the exterior wall), projecting

Brick is an appropriate materials to be used as the primary cladding.

The street-facing mass of this light industrial building provides ample street-facing windows and is articulated with canopies.

The street-facing mass of this light industrial building provides ample street-facing windows and is articulaed with canopies.

The facade of this light industrial buildings incorporates the goods that are sold within: doors and windows of different sizes and shapes.

The continuous plate glass windows of this auto repair shop provide views into the repair space.

Brick light industrial buildings with large windows.

sills, molded surrounds, lintels and/or trim should be used to frame openings.

b. Sills and surrounds should be proportioned to relate to the window size. For windows less than 48″ in width, surrounds should not exceed 6″ in width. For windows greater than 48″ in width, surrounds should not exceed 8″ in width.

4. Aluminum sliding windows should be designed to have substantial framing members, at a minimum width of two (2) inches.
5. Clear glass is recommended. Reflective glazing should not be used. Nonreflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
6. Deeply tinted glass or applied films should not be used. If tinted glazing is used, light tints and green, gray and blue hues are recommended.
7. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

0.13 Doors

At doors leading to workplace and commercial buildings, doors should be simple in style, with clean lines that are appropriate to the buildings' style.

1. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended. Contemporary designs utilizing metal, glass, or other materials derived from the building architecture may be appropriate.
2. Doorways leading to upper story uses should be distinguishable from those leading to retail and workplace establishments.
3. Doors should coordinated with architectural features that can give shelter from weather and sun, i.e. a projecting awning or canopy, or a permanent architectural awning.

0.14 Openings and Façade Elements

Buildings should maintain consistency across their façades. The overall effect of openings should create a harmonious pattern across the street wall.

1. Window and door openings should create an ordered composition across the façade. Common window header line or sill line, and/or aligned vertical centerlines of windows and doors can serve as unifying elements across a facade.

2. Buildings should not have large, blank or monotonous surfaces; designs should include sufficient detailing, texture, color differentiation and three-dimensional articulation to create appropriately scaled, interesting facades. Elements that add human scale, such as bay windows, entrance vestibules, porches, balconies, dormers, etc. should be used.

ROOFS

0.15 Roof Types

Roof forms should be simple, with accents at entrances, corners, important building volumes and other architectural elements. However, no single roof form may extend for more than one hundred (100) feet in length, without incorporating a change in orientation, slope or roof type.

1. All continuous sloping roof forms (i.e., without flat horizontal portions) are recommended. These include pitched, gable, hip, and pyramidal roofs, which should be designed as follows:
   a. Roof overhangs are recommended. Brackets and corbels (i.e., decorative supporting pieces designed to bear the weight of projected overhangs), or other expressed roof overhang supports are recommended to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing.
   b. The soffit (i.e., the underside surface of the roof overhang) should be incorporated into the over-all architectural composition with beams, coffers, light fixtures and other design articulation.
   c. Vertical roof edge fascia should be vertically sub-divided by additional horizontal layers, stepbacks, trim, and other detailing.
2. Flat roofs with parapet walls should be treated with one or more of the following conditions:
   a. An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of parapet wall.
   b. Surface mounted cornices, continuous shading elements, or trellises should be used to strengthen a parapet wall design.
   c. An ornate parapet decoration, such as a pediment, may be used to add ornament to the roof form.
   d. A single layer, flush sheet metal parapet cap (i.e., a simple "inverted U" of sheet metal over

Doors should be simple in style, with clean lines that are appropriate to the building's style.

Window openings should create an ordered composition across the facade.

An industrial building with contemporary saw-tooth roof form

A contemporary building with skeleton frame canopy.

Canopy made of wooden slats on their sides providing shade but not protection from rain

A metal light industrial building with a gabled roof.

the top of a parapet wall) without a substantial built-up edge should not be used, as these installations often display warped sheet metal (oil-canning) and a low-quality appearance. If used, sheet metal parapet caps should provide a formed (compound folded) overhanging edge termination and a heavy gauge sheet metal thickness selected to avoid oil-canning distortion.

3. Special forms such as domes, conical roofs and pyramidal roofs are recommended at entry towers.

0.16 Roof Materials:

Selection of roof materials should be made with consideration for the neighborhood context. Roof materials and color should be selected with consideration for views from above. Recommended roof materials include:

1. Clay, Terra Cotta or Concrete Tile: Projects using Mediterranean or Spanish Mission Revival architectural styles should use authentic terra cotta barrel tiles and avoid simulated products.
2. Asphalt, Slate or Cement/Slate-type Shingles: Projects using shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.
3. Corrugated and Standing-Seam Metal Roofing: The structural support detailing of corrugated metal roofing should insure that metal roof edges and panels will not sag, bend, or be vulnerable to impacts and denting. This is important at locations where undersides and edges of corrugated metal roofing are visible. Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized. Flat, unarticulated metal roof tiles and metal roof sheeting are not recommended.
4. Tar and Gravel, Composition, or Elastomeric Roofs (flat roof locations): Use of these roof materials should be avoided at locations prominently viewable from nearby uphill residential neighborhoods. When used, these materials should be screened from view from adjacent buildings and sites by parapet walls.

0.17 Equipment and Screening:

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be completely screened by architectural enclosures that are derived from or strongly related to the building's architectural expression, or enclosed within roof volumes.

2. In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements from the facade composition should also be used to strongly relate the screening to the building's architecture.
3. The location, spacing, materials, and colors of down-spouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Down-spouts should be concealed within walls or located to harmonize with window spacing and facade composition.

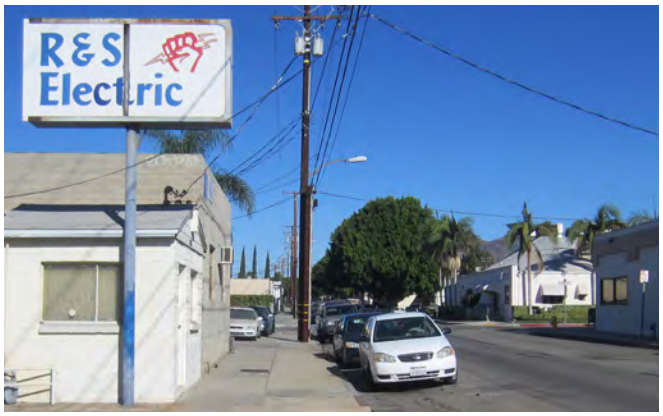
COLOR

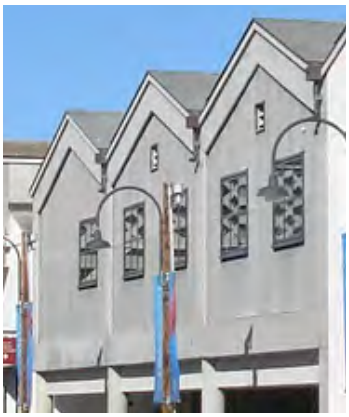
A consistent color palette is recommended for the district, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

4. Colors should be compatible with other buildings in the district. Cool colors like white and grey are recommended for primary building walls; deeper, warmer colors ranging from cream to brick red may also be used. Dark colors like brown or black should not be used as primary wall colors.
5. Accent colors can be used to highlight special architectural features such as building bases, building entries, columns, cornices, capitals, and bands. Accent colors may either be a lighter shade than the primary building wall, or a stronger, more saturated hue. Fluorescent colors should not be used.
6. For tiled roofs, red and terra cotta colors are recommended. For shingle and other roof styles, grey or earth tones are recommended. Light colored roofs may also be used to reduce solar radiation; these should be should be screened from view by architectural enclosures such as parapet walls or other screening treatment.

Corrugated and standing-seam metal roofing should be carefully detailed so that roof edges will not sag or bend.

COLOR PALETTE





General Neighborhood

Development Standards

PURPOSE

The General Neighborhood District accommodates multi-family housing near Downtown and the Metrolink Station that transitions between Downtown's mixed-use buildings, First Street's commercial and light industrial buildings, and the single-family residential neighborhoods to the north. Along the south side of Second Street, new multi-family buildings face Second Street with two-story masses at the front of the lot that are in character with the single-family houses across the street. Higher masses – up to four stories – are allowed at the center and rear of the lot.

PERMITTED AND CONDITIONAL USES

0.1 Permitted Uses.

The following uses are permitted:

A. Accessory buildings and structures such as a garage, workroom, storage shed, recreation room or cabana located on the same lot as the principal residential use. No bathroom, kitchen plumbing or fixtures or cooking facilities shall be permitted in conjunction with accessory buildings. A garage, workroom, storage shed, and recreation room shall not be divided into smaller size rooms and shall be maintained as a single open building.

B. Community care facilities/small.

C. Home occupations in accordance with division 9 of article VI of this chapter.

D. Parks and playgrounds or community centers owned and operated by a government agency, including business conducted within the facilities, subject to the approval of the director.

E. Private noncommercial greenhouses, horticulture collections, flower gardens, vegetable gardens and fruit trees.

F. Primary single-family dwelling units, one per lot, in a permanent location.

G. Second dwelling units (one per lot) in accordance with section 106-358.

H. Manufactured home as defined in Health and Safety Code Section 18007.

I. Duplexes.

J. Multiple-family dwelling units including residential condominiums and townhomes.

K. Transitional housing.

L. Supportive housing.

M. Temporary tract sales offices, temporary contractors' equipment offices and storage, subject to approval by the director for a period not to exceed one year with two one-year extensions available, if requested for good cause.

0.2 Conditional Uses.

Conditional uses shall be reviewed in terms of the location, design, configuration and impact of the proposed use, per San Fernando City Code Chapter 106 (Zoning), Article 2, Division 4, Subdivision 1 (Section 106-141 et seq.). The following conditional uses may be permitted:

A. Boardinghouses.

B. Churches, temples or other places of religious worship, with not temporary structures permitted.

C. Schools.

D. Nursery schools.

E. Hospitals or sanitariums.

F. Community care facilities/small.

G. Community care facilities/large.

H. Museums or libraries.

I. Electric distribution substation, pumping station, water well, water reservoir.

0.3 Prohibited Uses.

All uses in the Workplace Flex District are prohibited, except those expressly noted as either permitted or conditionally permitted in Development Standards of the Workplace Flex District.

DEVELOPMENT INTENSITY

0.4 Residential Density Minimum/Maximum.

For all residential development, the maximum density is 43 units per acre.

LOT COVERAGE AND AREA

0.5 Maximum lot coverage.

A. The maximum lot coverage shall be 40 percent.

B. Accessory buildings may not occupy more than 30 percent of the required rear yard area.

0.6 Maximum lot size.

A. Minimum lot area: 7,500 sf.

B. Minimum lot width: 50 ft.; 55 ft. for a corner lot.

C. Minimum lot depth: 100 ft.

HEIGHT

D. Buildings may not exceed a total maximum height of four (4) floors or forty (40) feet, whichever is less.

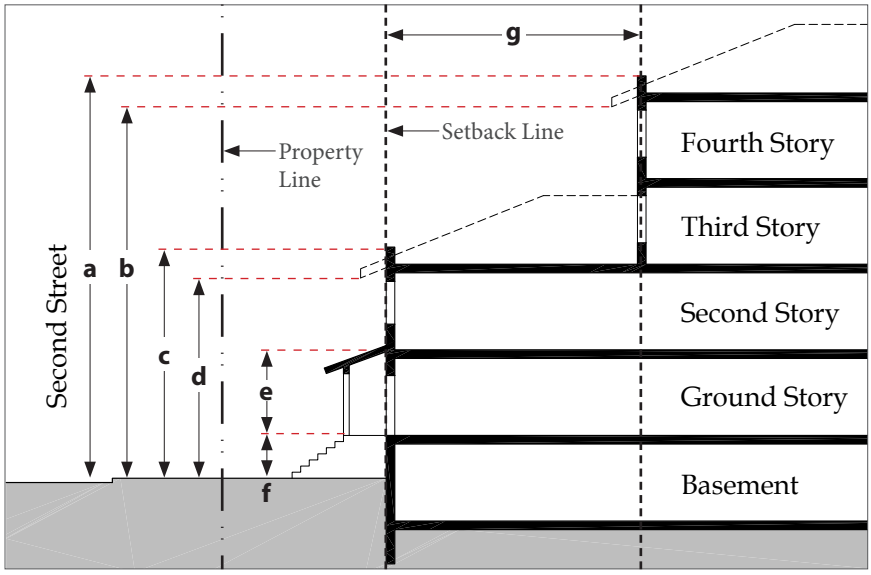
1. Special Condition: Adjacent to R-1 Single Family Residential Zone – Buildings backing onto existing single family dwellings must step down in height so that no single façade wall extends more than 10 feet above the height of the adjacent single family façade within a distance of 15 feet from the property line.
2. Special Condition: For properties fronting Second Street, buildings must step down in height to a maximum of two (2) floors and 24 feet along the street frontage for a depth of 20 feet behind the Second Street setback line. Attic spaces of pitched roofs may be occupied and daylit with dormer windows.

E. Accessory buildings, including structures not for habitation such as free-standing garages, service structures and tool sheds, may be a maximum of 12 feet in height.

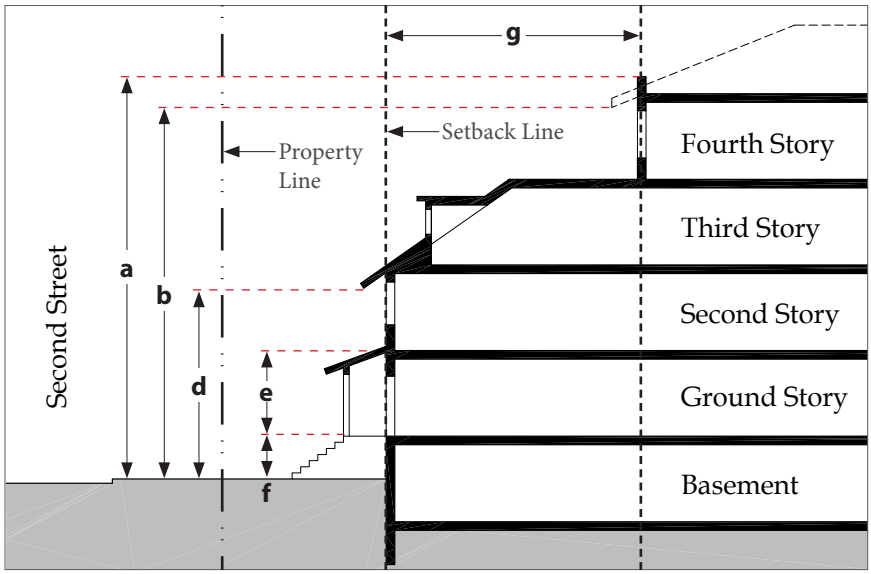
F. Exceptions subject to approval by the Community Development Director:

1. Rooftop structures, such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos, may exceed the height limit by ten (10) feet, provided

Two stories along Second Street



Two stories with occupied attic along Second Street



Frontage Element		Min.	Max.
a	Height to top of parapet along Second Street	-	24 ft.
b	Height to bottom of eave along Second Street	-	24 ft.
c	Height to top of parapet	-	45 ft
d	Height to bottom of eave	-	45 ft
e	Ground floor to floor height	-	-
f	Ground floor above sidewalk or grade	2 ft.	5 ft.
g	2-story / 24 ft. height limit beyond setback line	25 ft.	-

they are set back a minimum of ten (10) feet from building walls and are screened on all sides by a parapet or sloping roof that is architecturally integrated within the building design.

2. Pitched roofs may exceed the height limit by no more than ten (10) feet.

SETBACKS

0.7 Front Setback.

A. The required front setback is twenty (20) feet from the front property line. There is no maximum setback.

1. Special Condition: Where 70% or more front setback depth of existing buildings along a block frontage is greater than the minimum required setback distance, a vacant lot situated along the block frontage shall have a front setback depth that is the average setback depth of existing buildings along the block frontage.
2. Garages/carports. Garages/carports shall be a minimum of 20 feet behind the building's front façade.

0.8 Side Setback.

A. For all buildings, the minimum required side setback is five (5) feet for the first floor and ten (10) feet for all upper floors from the side property line.

B. For detached accessory structures, the side setback shall be a minimum of three (3) feet.

0.9 Rear Setback.

A. For all buildings, the minimum rear setback is twenty (20) feet.

B. For detached accessory structures, the rear yard setback shall be a minimum of three (3) feet.

SITE DEVELOPMENT

0.10 Driveway Access.

A. The maximum number of curb cuts associated with a single building is one (1) two-way curb cut or two (2) one-way curb cuts. Where applicable, the maximum number of curb cuts is one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty (150) feet of street frontage.

B. The maximum width of curb cuts is twelve (12) feet for one-way and twenty (20) feet for two-way driveways.

C. Driveway setbacks must be a minimum of five (5) feet from adjoining properties, and a minimum of three (3) feet from adjacent buildings unless otherwise approved by the Public Works Director.

D. Vehicular access should be from alleys or side streets unless it is determined by the Community Development Director that it is not feasible to do so. If alley is not present, driveway should be located as close to side yard property line as possible.

0.11 Open Space.

A. For residential development, outdoor space shall be provided as follows:

1. Common area (recreation area). On each lot developed with more than four units there shall be a common area of no less than 1,000 square feet or 100 square feet per unit, whichever is greater. The minimum dimension for such an area shall be 25 feet. (Refer to the *Design Standards and Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for design of open space).
2. Usable open space (balconies, patios). On each lot developed with more than four units, there shall be, in addition to other required yards and spaces, usable open space equal to 150 square feet per unit. Such space shall have a minimum dimension of ten feet.

B. For all developments with common open space or other common interest facilities, the developer shall record binding agreements ("CC&R's") addressing issues of common interest regarding use, access and maintenance of common open space, tree planter areas, planting strips, walkways and parking and/or vehicular use areas.

0.12 Landscaping & Screening.

A. Front setback areas shall be improved as landscape with the installation of trees and vegetative ground cover, exclusive of driveways.

B. Walls and Fences: see *San Fernando City Code* Section 106-970.

C. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, must be located away from streets and enclosed within a portion of the building, or screened by landscaping, fencing or other architectural means. Trash facilities and recycling containers must be located within structural enclosures that are designed to be consistent with the overall design of the building.

D. Rooftop equipment must be screened from view and architecturally integrated in the building design.

0.13 Lighting.

A. All exterior area lighting shall be provided by full cut-off fixtures (where no light is emitted above the horizontal plane) and with the light source fully shielded or recessed to preclude light trespass onto abutting and adjacent properties.

B. All exterior area lighting adjacent to residential uses shall be located and designed to prevent light spill into residential units.

C. Freestanding luminaires shall be mounted no higher than eighteen (18) feet, measured from the finished grade. Building-mounted luminaires shall be attached to walls or soffits (the undersides of ceilings or overhangs), and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. (Refer to the Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting for lighting design.)

D. All decorative uplighting, such as those illuminating building facades or landscaping, shall be operated on timers that turn off illumination after 12 midnight nightly, unless specified otherwise by the Community Development Director.

0.14 Utilities.

A. All public utility easements must be provided under or immediately adjacent to new public rights-of-way, or within other public easement areas acceptable to the Public Works Director.

B. All on-site utilities shall be placed underground unless specified otherwise by the Public Works Director.

SIGNAGE REGULATIONS.

0.15 Permitted Sign Types.

A. All permanent signs are subject to design review, as per *San Fernando City Code* Chapter 106 (Zoning), Article V, Division 5, Section 106-927. A sign permit shall be required prior to the placing, erecting, moving, reconstructing, altering or displaying of any sign within the San Fernando Corridors Specific Plan area.

1. Identification signs for residential uses (i.e. those identifying multiple dwellings or roominghouses) are permitted on residential buildings provided:

   a) The sign indicates only the name and address of the premises.

   b) The sign does not exceed six square feet in area and four feet in any dimension.

   In residential zones, for each multiple dwelling or rooming house, one unlighted sign not exceeding six square feet in area and four feet in any dimension may be placed on the wall of the building, provided it does not extend above or out from the front wall and indicates only the name and address of the premises.

2. Identification signs for nonresidential uses, including a bulletin board of a public, charitable or religious institution used to display announcements relative to meetings to be held on the premises, may be erected subject to the following:

   a) Not more than two sign structures shall be permitted on a lot, except the commission may approve additional signs if it finds there are more than two separate nonresidential uses on the same lot, the location of not more than two sign structures would constitute an unnecessary hardship on the property owner, and the additional signs would not be materially detrimental to the public health, safety and general welfare.

   b) The total sign area per lot shall not exceed an area in square feet equal to one-half of the linear feet of lot frontage on a public street not to exceed a maximum of 25 square feet.

   c) A freestanding sign in excess of four feet in height shall not be permitted.

   d) A sign may be affixed to a building provided that the sign shall not extend more than three feet above the roofline or parapet wall of the building.

   e) All restrictions and regulations expressed in sections *San Fernando City Code* Section 106-930 and 106-936 are applicable to this section.

PARKING

0.16 Vehicular Parking Requirements.

The minimum number of parking spaces required to be supplied for each category of use shall be provided as indicated in this section.

A. Residential Uses:

1. Accessory units, buildings and structures such as a garage, workroom, storage shed,

recreation room or cabana located on the same lot as the principal residential use: No parking spaces required.

2. Attached or detached single-family dwellings: two (2) covered spaces (in garage) for each dwelling.
3. Cluster development: Two (2) covered parking spaces for each dwelling unit plus one (1) uncovered parking space for each dwelling unit.
4. Two or more dwelling units in one building site such as duplexes, apartments, houses, apartment complexes including condominiums, stock cooperatives and community projects:
   a) Zero to one-bedroom unit: One (1) and one-half (0.5) covered off-street parking spaces for each dwelling unit.
   b) Two-bedroom units: Two (2) covered off-street parking units for each dwelling unit.
   c) Three-bedroom or more: Two (2) and one-half (0.5) covered off-street parking spaces for each dwelling unit plus one-half (0.5) off-street parking space for each bedroom in excess of three (3) bedrooms.
   d) For the purposes of this subsection, when a room such as a den, study or sewing room is provided in conjunction with a single, bachelor, one-bedroom or two-bedroom unit and the room meets the definition of a habitable room, such room shall be considered a bedroom; if such a room is constructed in a manner that 50 percent or more of one wall is open to an adjacent room or hallway, it shall not be considered a bedroom.
   e) In addition to the required number of parking spaces for each dwelling unit, two-tenths (0.2) guest parking shall be provided for each dwelling unit on a building site containing four (4) or more dwelling units.
   f) For dwelling units containing five or more dwellings, up to 25% of the required uncovered parking spaces may be compact, provided such spaces are clearly and individually marked.
   g) Location of required off-street parking spaces shall be located not more than 200 feet and conveniently accessible to the dwelling units served by the parking spaces.
   h) Required covered off-street parking spaces for multiple-family residential shall be designated as to the dwelling unit to which they are assigned (plot plans and site plans submitted for permits).
   i) Uncovered and unenclosed off-street parking spaces which are located between building and an abutting street shall be screened from the street to a height of 3½ feet in a manner consistent with the city's ordinances.
5. Mobile home park: Two spaces for each mobile home (tandem parking permitted), plus one guest parking space for each four mobile homes.
6. Convent, rectory, monastery and other group quarters for members of a religious order; boardinghouse or roominghouse, fraternity or sorority house, dormitory: One (1) space for each two (2) rooming units.
7. Caretaker's residence: One (1) space for each residence.
8. Retirement home, senior citizens' housing: One space for each rooming unit, plus two spaces for each resident employee. (The parking area to be improved shall be one space for each two rooming units, plus two spaces for each resident employee. The difference between the required parking area and the parking to be improved shall be held as open space reserve to meet additional parking needs or required parking in case of conversion to another use.)

B. Institutional Uses:

1. Community Care Facilities: Required parking spaces to be determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees.
2. Longterm health care facility: One (1) space for each two (2) beds licensed by the regulatory agency.
3. Hospital: One (1) and one-half (0.5) spaces for each bed licensed by the regulatory agency.
4. Schools (public or private):
   a) Elementary school, junior high school (kindergarten through grade 9): Two (2) spaces for each classroom.
   b) Senior high school: Five (5) spaces for each classroom.
   c) Business, vocational or trade school: One space for each 125 square feet of teaching area.
5. Library, museum, art gallery: One space for each 400 square feet of gross floor area.

6. Church, mortuary: One (1) space for each seven fixed seats (or 10½ linear feet of fixed pew or bench) in the largest assembly room. For the area within the largest assembly room not occupied by fixed seats, pew or bench, the off-street parking required shall be one (1) space for each 35 square feet of net floor area.

0.17 Bicycle Parking Requirements.

A. For all uses, there shall be one (1) off-street bicycle parking space per ten (10) automobile parking spaces.

B. Off-street bicycle rack facilities for separate uses may be provided collectively if the total number of spaces provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to.

0.18 Off-Street Parking Lots.

A. On-site parking shall be located and designed so as to not intrude into public views, or into required on-site common areas.

1. On-site surface parking should be located toward the rear of the lot, and accessed by an alley, when present.
2. On-site surface parking spaces shall be screened from street views by buildings or screen walls or hedges.
3. Partially subterranean parking may not extend forward of street-facing building facades.
4. Exposed podiums are prohibited from facing Second Street and are strongly discouraged from facing side streets.

B. Design: The layout and design of surface parking lots and areas, including access to required parking spaces, turning radii, angle of parking and aisle width shall be as set forth in parking lot design standards adopted in accordance with San Fernando City Code, Chapter 106, Article V, Division 3, Subdivision III, Section 106-868.

1. The perimeter of parking areas and driveways must be landscaped as described in 6.3 Landscaping & Screening, above.
2. Surface parking areas must be planted with shade trees at a ratio of at least one (1) tree for every four (4) spaces. They must also meet the landscaping requirements in accordance with San Fernando City Code Chapter 106, Article V, Division 3, Subdivision II, Section 106-833, and the lighting requirements in accordance with Code Section 106-834.

C. No recreational vehicles shall be permitted within the required front setback area.

STREET DESIGN STANDARDS

See Chapter 6 (Capital Improvements).

NOISE

0.19 Maximum Noise Levels.

Sounds generated from all sources within the district shall be subject to the limitations specified in the *San Fernando City Code*, Chapter 34, Article II – Noise (Sec. 34-26 et. seq.)

MUNICIPAL CODE STANDARDS

0.20 Applicable Regulations

The development and occupancy of property in the General Neighborhood District shall be subject to the provisions and procedures of the *San Fernando City Code*, except that the permitted and conditional uses and the development standards for the General Neighborhood District as specified herein above shall supersede any conflicting regulation of the municipal code.

General Neighborhood

PURPOSE

The General Neighborhood District, which allows multi-family buildings up to four stories in height, occupies the parcels between Downtown San Fernando and the single-family neighborhoods to the north of Second Street. Accordingly, housing along Second Street must be designed to be compatible with the single-family houses – most of which are only one-story in height – across the street. The front portions of new buildings that directly front onto Second Street should be conceived as larger versions of the single-family homes across the street. Architecture should be residential in massing, scale, proportion, and detailing. Plantings and landscaped setbacks can increase the prominence and grandeur of the project, while giving residences more privacy from the public realm of the street. Residential entrances above street level can create a sense of privacy and distance from the street. Individual units should be organized in groups, as a part of a larger whole, to create buildings that are of a scale and character appropriate to a wide, frequently traveled road.n.

BUILDING MASS AND SCALE

0.1 Building Site and Orientation:

Buildings should be sited to define the street edge.

1. Buildings should orient towards the street. Buildings should not orient to parking lots at the sides or rears of buildings.
2. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street.
3. Street-facing building masses should be of a substantial scale and character, reading as "grand mansions" or simply as larger versions of the City's single-family homes.

0.2 Massing and Scale:

1. The portions of buildings that that are located within 25 feet of the front setback line front directly onto Second Street should be designed per the following massing recommendations:
   a. Buildings should be horizontal in massing, and where possible should have a greater length than height.
   b. Buildings should be designed as simply massed volumes that are compatible in scale and form

Second Street is currently lined predominantly by one-story, single-family houses.

This street-facing facade of this multi-family building contains street-facing windows and doors.

These multi-family units face and are accessed directly from the street.

The massing and scale of this multi-family building is consistent with the architectural character of the rest of the block.

AVOID: The massive, featureless bulk of the building violates the scale of its existing neighbor.

with surrounding buildings. Recommended methods include:

i. Matching existing building heights or exceeding them by only one story. When a two-story building is proposed next to existing one-story buildings, the second floor plate height should be no more than twice that of the existing one-story building.

ii. Modulating taller buildings stories by stepping them down to provide one-story volumes/wings next to one-story buildings.

iii. Matching the prevalent eve height of existing buildings on the street. The eave height of new one-story buildings should approximate the prevalent eave height of the existing buildings on the street

iv. Including elements such as porches, galleries, arcades, etc. to relate the scale of facades to those of existing buildings. Eave heights of these frontage elements should approximate the prevalent eave height of the existing buildings on the street.

v. Reducing building bulk by introducing dwelling space in attic spaces of pitched roof buildings and providing natural light with dormer windows or gable windows. Mansard roofs are not permitted.

vi. Subdividing the overall mass of buildings into modules that express the individuality of each unit, or group of units. Modules should occur at a maximum of every fifty (50) feet across the façade.

vii. Designing buildings as simple assemblies of house-scale forms that face and are accessed from the street.

A 3-story multi-family housing project fits into the existing 1-story building fabric by placing the third-story within an attic space that is lit by dormer windows.

c. To be compatible in scale and form with adjacent one- or two-story buildings, portions of buildings fronting adjacent to should consider:

   i. Modulating side yard and rear yard setbacks to provide as much distance as possible between the facades of a proposed building and existing buildings in order to preserve the privacy of the outdoor spaces of both.

   ii. Orienting side yard open spaces of proposed buildings to face the side yard open spaces, where present, of adjacent buildings.

   iii. Introducing landscape and/or trees as a screen between existing and new buildings.

2. Excessive massing breaks, roof breaks and complicated hipped or gabled roof forms should be avoided.

0.3 Main entrance:

The main entrance of a building should be located along the primary street façade of the building. Entrances should be designed to be consistent with the overall architectural style of the building.

1. Building entrances should front onto the street, and be prominent and easy to identify, using one or more of the following treatments:
   a. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;
   b. Indicated by a projection from the building façade, and covered by means of a porch or portico that projects from the building face;
   c. Indicated by a recessed entry-recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware;
   d. Denoted by a single arch or series of arches to indicate entry-arcaded entry porches or passageways are also recommended.
   e. Framed by special architectural elements, such as columns, archways, and overhanging roofs;
   f. Emphasized by a small roof overhang over the entrance, change in roofline or a major break in the surface of the subject wall.
2. At residential buildings, multiple entrances are recommended on the front façade. Where possible, entrances should be included within each module

Upper floors are incorporated into the attic spaces and are daylit by dormer windows.

This multi-family building is subdivided into modules that express the individuality of each unit.

Units to this multi-family courtyard building are accessed through an inviting, covered passage.

A low wall and landscaping separates the private front yard of this unit from the common area.

The garages of this multi-family building are oriented towards the alley rather than to the street.

of units described in "Horizontal Mass", above in Section 2. The following elements are recommended for residential entrances:

a. Raised stoops, open porches, and/or entrance vestibules to increase the privacy threshold between street and residence. At attached residences, these should correspond to the vertical modules of units.

b. Low hedges, fences and/or entry gates to separate private front yards from the public sidewalk. Chain link fences are not permitted. (See *Neighborhood District Development Standards*, Section 7.3 Landscaping and Screening.)

c. Ornamental lighting of porches, along walks and driveways to highlight entrances and enhance security.

d. A rise in grade (of two (2) to three (3) feet) from the public roadway to the residence, to protect the privacy of residential units.

e. Special landscape materials to define front yard spaces and/or accent the entry sequence.

0.4 Accessory Buildings and Additions:

Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

1. The existing siding should be carried onto the addition or out-building.
2. Accessory buildings should include articulation in the form of windows and doors, in the same style as the main structure.
3. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

0.5 Residential Garages and Vehicular Entrances:

Where possible, garage entrances should be located to the rear or side of the property to minimize visual impact to the street.

1. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.
2. The design of the garage door should relate to the particular architectural style selected. Garage doors should appear to be set into the walls rather than flush with the exterior wall, and carriage style garage doors are recommended where compatible

with architectural style.

3. Single-car garage doors are strongly recommended to avoid a car-dominated appearance on the facade. Where double car widths are used, doors may not exceed a width of twenty (20) feet maximum, and elements such as trellises should be used to subdivide the width of the door.

0.6 Parking Podiums

Podiums should be considered part of the building base, with wall textures, colors, and dimensional modules that are coordinated with the residential architecture.

1. No building may have more than one (1) garage or podium entrance per streetfront.
2. Exposed podiums should not have blank concrete walls. Podium wall textures, colors, and dimensional modules should be coordinated with those of the residential architecture above the podium. Detailing and design, such as decorative scoring, concrete blocks with special surface textures (e.g., split-face block, combinations with precision face, etc.), integral color and/or inset tiles are recommended to provide additional surface articulation.
3. Podium entrances should not be located along Second Street. When the only way to access podiums is along the Second Street frontage, garage entrances must be recessed behind the front wall of the building to minimize visual impact to the street, and should not exceed twenty (20) feet in width.
4. Vehicle entrances should be treated with architectural articulation and landscape materials so as to identify a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.

ARCHITECTURAL STYLE

The discussion that follows provides a "stylistic" framework for the design of new structures. The Design Guidelines below do not prescribe specific styles for new buildings. Rather, the guidelines are set up to allow for a range of architectural styles and types, so as to encourage creativity in design. The Guidelines set up a framework for quality design by establishing a framework for a good urban design relationships between buildings and an assured level of quality in construction.

Residential influences in San Fernando are eclectic, ranging from Spanish-inspired styles to east coast influences. New residential buildings should build upon these roots, and draw from the broad menu of residential styles

An arched opening provides vehicular access from the street to tuck-under parking garages within the center of the lot.

The arched opening to the parking of this multi-family building is coordinated with the architecture of the rest of the building.

A Spanish Colonial Revival multi-family building with a courtyard as the shared open space.

A multi-family building in the Monterey style with a second floor balcony.

Multi-family residential building in the Craftsman style. Massing, porches, structural elements, windows, materials, trim, and landscape are true to the style's rules.

A shared courtyard with a fountain as its focal point.

the city has to offer. These include Mission, Mediterranean, Spanish Colonial Revival, and Monterey Mediterranean styles; as well as Southern California variations on the Craftsman, bungalow and various Victorian styles. Beloware some of the primary features found in each architectural style:

Elements of Mission architecture:

- Plain, smooth stucco siding
- Large square pillars and twisted columns
- Timberwork, wood framing and balustrades
- Bell or corner towers
- Sloping, low-pitched or hipped roofs or flat roofs with parapets.
- Red roof tiles, wood shingles or clay tiles.

Elements of Spanish Colonial Revival architecture:

- Stucco, brick, wood, or combinations of these materials.
- Little or no overhanging eaves
- Deeply inset windows within thick stucco walls
- Arches, especially above doors, porch entries and main windows
- Decorative ironwork, particularly at balconies, porches and on roof forms.
- Courtyards, porches, pergolas and other shaded or sheltered outdoor areas
- Red tile roofs

Elements of Mediterranean architecture:

- Asymmetrical shape with cross-gables and side wings
- Carved doors
- Ornate detailing including molded decoration, carved wood and stonework, or cast ornament
- Spiral columns and pilasters
- Carved stonework or cast ornaments
- Patterned tile floors and wall surfaces
- Flat roof and parapets, or a hipped roof

Elements of Monterey style:

- Paneled doors with sidelights
- Double-hung windows with mullions

- Ornate wood spindlework
- Projecting continuous balconies or porches on upper-stories
- Wooden verandas
- Low pitched, hipped or gabled roofs, often covered with shingles

Elements of the Craftsman style:

- Full- or partial-width porches
- Pedestal-like, tapered columns
- Overhanging eavesand exposed roof rafters
- Low-pitched gabled roof
- River rock exterior elements
- Horizontal wooden clapboard siding
- Smooth stucco or concrete building exterior

Elements of the California Bungalow house:

- An offset entryway
- A projecting bay on the façade
- Large front porch with square columns
- One or one and a half stories
- Low-pitched roof
- River rock exterior elements
- Horizontal wooden clapboard siding
- Smooth stucco or concrete building exterior

Elements of the Victorian (Queen Anne and Eastlake) styles:

- Asymmetrical facades
- Elaborate spindlework ornamentation
- Corner or curved towers
- Extensive, wrap around porches on the first floor
- Surfaces with a variety of patterning, i.e. clapboard or patterned shingles
- Protruding bay windows
- Steeply pitched roofs

Elements of the Streamline Moderne style:

- Horizontal building orientation
- Technological and nautical themes / references
- Smooth, rounded building corners
- White or light in color

A senior housing project with a contemporary interpretation of the Queen Anne style.

A senior housing project with Queen Anne style decorative eave elements.

No single roof form may extend for more than 100 feet without incorporating a change in roof type.

A Mediterranean style multi-family building with stucco as the primary cladding material.

A multi-family building clad in brick.

- Long bands of windows
- Rounded edges, corner windows, and glass block walls

FACADE COMPOSITION

0.7 Wall Materials:

1. Materials. A variety of detail is recommended, to contribute to a neighborhood character, where each building has its own, highly personalized detail and design elements. Where appropriate, combinations of surfaces and textures may be used to achieve this variety.
   a. Primary materials are those that clad the main building walls. Materials to be used as the primary cladding include:
      i. Stucco: Stucco, cement plaster or stucco-like finishes are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.
      ii. Brick: Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is required.
      iii. Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used, and traditional Craftsman styling such as timber detailing and exposed bracing are recommended.
   b. Accent materials may be used as to add interest and variety at a more intimate scale, for example at porches, or at window surrounds or other architectural framing. Accent materials include stucco, brick and wood, as listed above, and also include stone and stone veneers. Stone should be used only as a base or as a special decorative material for wall panels or sills in combination with stucco or EIFS materials.
   c. Base materials are those used along the bottoms of building walls, and can be carried to vertical

portions of buildings such as columns, pilasters, or piers, to impart a sense of permanence and solidity. Primary materials are often carried to the building base, but may also include:

i. Precast Concrete: Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is required.

ii. Poured-in-Place Concrete: Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a site work material. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.

iii. Concrete Block: Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a site work material; precision concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.

d. Materials to avoid or to be kept to a minimum include:

i. Simulated finishes such as artificial stone.

ii. Plywood siding.

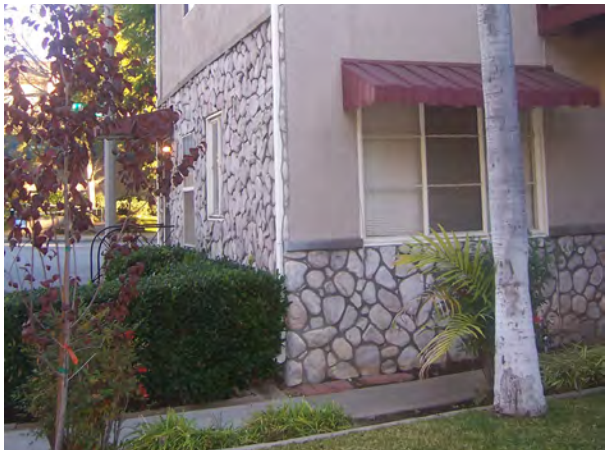
iii. EIFS (Exterior Insulation & Finish System) on exposed, ground level locations.

iv. Reflective materials, such as mirrored glass, shiny metal, and chrome are prohibited.

2. Configurations.

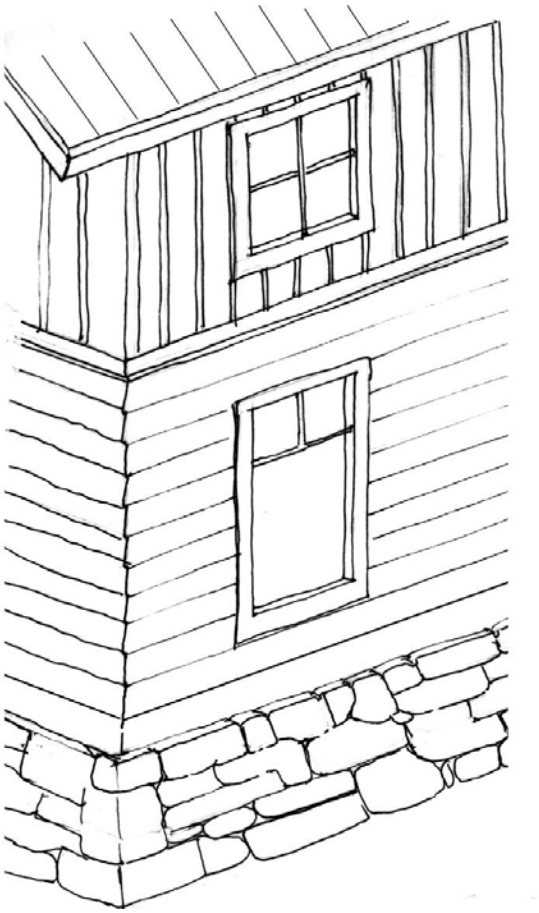
a. Two or more wall materials may be combined on one facade as follows:

Brick veneer wraps the corner and is detailed to look like load bearing masonry.



AVOID: Stone veneer that does not wrap the corner gives away the fact that is an applied veneer.

The vertical joints between the board and batten siding and stucco of this building occurs at the inside corner.



Lighter weight materials are placed above more substantial materials, in this case wood above stone

i. If located one above the other, lighter weight materials shall be placed above more substantial materials (e.g. wood above stucco or masonry, or stucco and glass above masonry) as shown at left.

ii. Vertical joints between different materials shall occur only at inside corners.

b. All building elements that project from the building wall by more than 16 inches – including but not limited to decks, balconies, porch roofs and bay windows – should be visibly supported by brackets, posts, or beams that are sized at minimum six inches in nominal width or diameter as shown below.

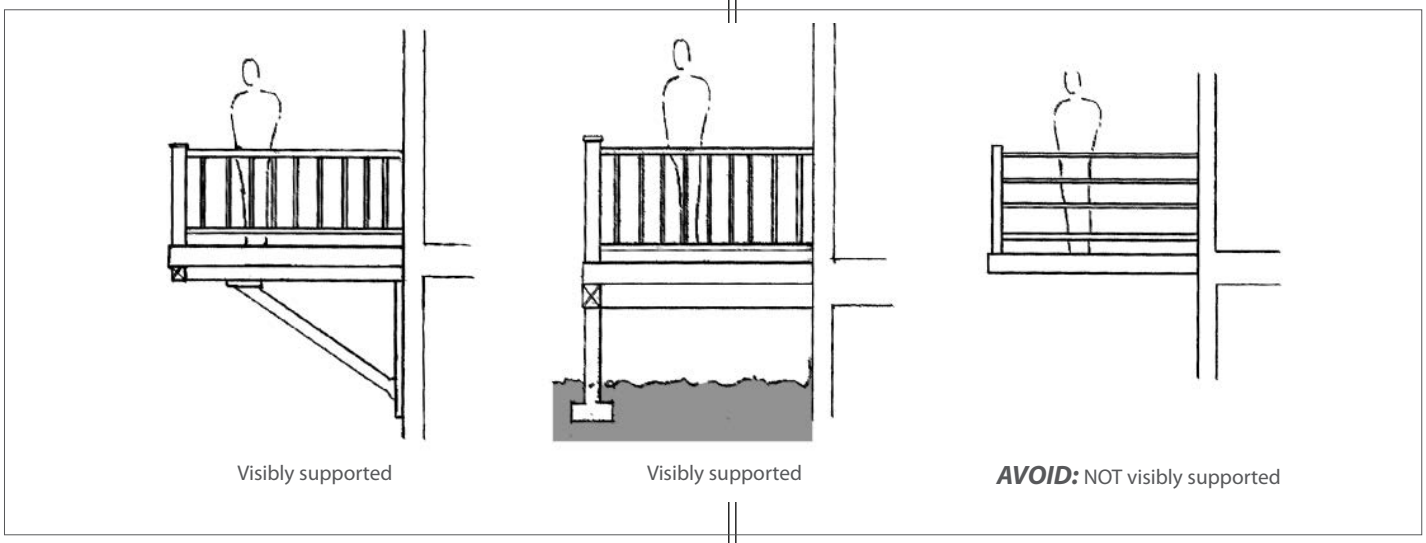
c. Exterior chimneys should be finished in brick, stone, or stucco.

d. Walls clad in wood or cement fiber board siding should be stained or painted.

e. The undercroft of decks and porches should be enclosed with lattice or vertical pickets.

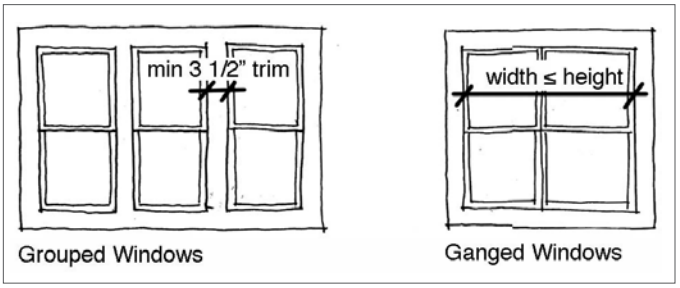
0.8 Windows

Windows should be grouped so that they recognizably belong to a building module or volume, and create a recognizable composition within each unit with a clear hierarchy of major and minor windows, rather than being repeated uniformly across a wide façade with multiple components.

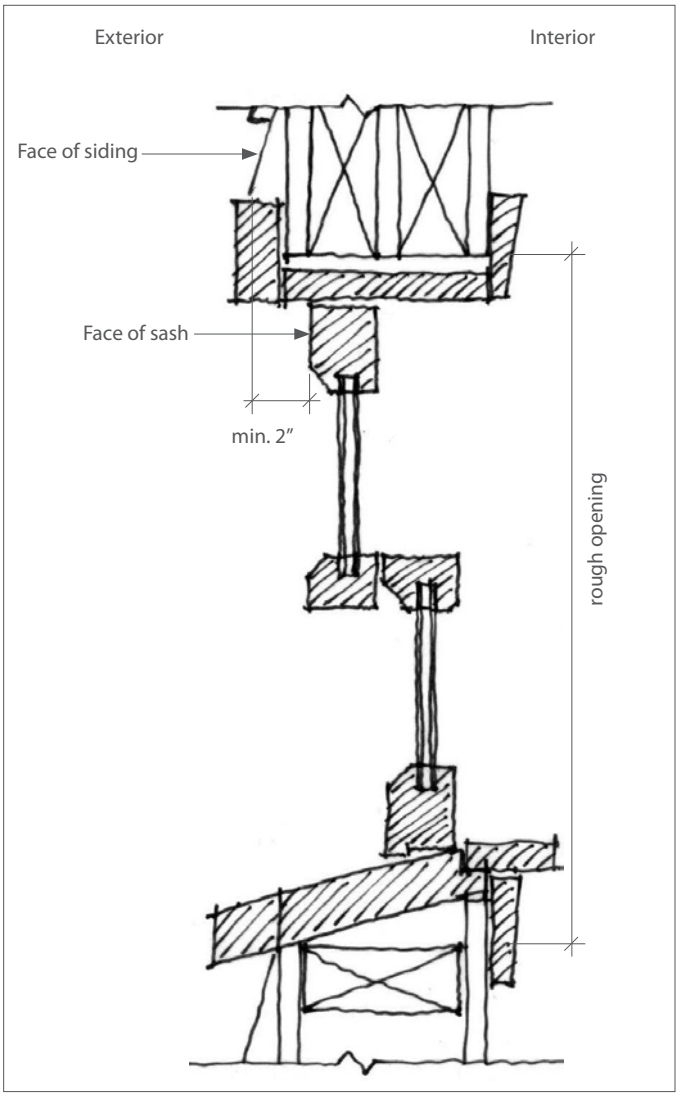


Visible support of existing elements.

1. At residential ground levels, windows should be designed and oriented so as to preserve privacy for ground floor units, and should comprise a minimum of fifteen (15%) percent of the building wall area.
2. At upper stories, windows should comprise a minimum of fifteen (15%) percent of each floor's façade wall surface area.
3. Buildings should include vertically proportioned façade openings; with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 1.5:1 to 2:1).
4. Where window openings are paneled, for example divided with multiple groups of vertical windows, true divided light windows or sectional windows are recommended. Snap-in muntins and those sandwiched within double-paned glass should not be used.
5. Window frames should not be set flush with walls. Glass should be inset a minimum of two (2) inches from the exterior wall and/or frame surface.
    a. At deeply inset windows (greater than 4" from the exterior wall); the framing may be simple and relatively unarticulated. At shallower insets (2-4" from the exterior wall), projecting sills, molded surrounds, lintels and/or trim should be used to frame openings.
    b. Sills and surrounds should be proportioned to relate to the window size. For windows less than 48" in width, surrounds should not exceed 6" in width. For windows greater than 48" in width, surrounds should not exceed 8" in width.
6. Special Windows – Individual elements such as bays or dormers should be used to add interest and a domestic character to the facade. Decorative treatments on windows or balconies, such as wood or metal grilles on windows or balconies, wood balcony columns and balustrades, and simple detailed trim are recommended.
7. Aluminum sliding windows should not be used.
8. Clear glass is recommended. Reflective glazing should not be used. Nonreflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
9. Deeply tinted glass or applied films should not be used. If tinted glazing is used, light tints and green, gray and blue hues are recommended.
10. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.



Window configurations.



Typical window detail.

The windows of this townhouse building are flanked by shutters.

A Craftsman-style building with windows ganged together with a mullion separating the two windows.

Doors should be simple in style, with clean lines that are appropriate to the buildings' style.

0.9 Doors

Doors should match or complement the materials, design and character of the primary building; for example ornate carved doors at Mediterranean style homes, and simply styled doors with subdued ornamentation at Craftsman style residences.

1. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.

0.10 Openings and Façade Elements

Other design elements may be used in coordination with windows and doors, to create a consistent effect of openings across the facade wall. Openings and façade elements should be organized along the façade so that each grouping is recognizable as belonging to an individual unit or module of units.

1. Façade elements should create an ordered composition across the building façade, to create a recognizable grouping of elements that defines each individual unit or module within the larger building.
2. Buildings should not have large, blank or monotonous surfaces except when such façade wall areas are used in contrast to concentrated detail in other areas of the façade, as in Spanish architecture styles. Designs should include sufficient articulation, such as bay windows, entrance vestibules and dormers, to create appropriately scaled, interesting facades.
3. Alcoves, balconies, porches or other indoor-outdoor elements should be used to provide outdoor spaces for upper story tenants, and to articulate the unit on the façade. Balconies should be designed as individual elements; run-on or continuous balconies that extend across the length of a façade should not be used except where integral to a building's architectural style such as with Monterey Style.
4. Special architectural features should be used to create articulated, interesting facades that look custom-made for each individual building, rather than mass produced for a complex or development. These include features such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, et cetera.

ROOFS

0.11 Roof Types

Buildings should use a variety of roof forms on each building, to accentuate the fine grain of the neighborhood-scaled district and to denote individual units

where possible. No single roof form may extend for more than sixty (60) feet in length, without incorporating a change in orientation, slope or roof type.

1. All continuous sloping roof forms (i.e., without flat horizontal portions) are recommended. These include pitched, gable, hip, and pyramidal roofs, which should be designed as follows:
   a. Roof overhangs are recommended. Brackets and corbels (i.e., decorative supporting pieces designed to bear the weight of projected overhangs), or other expressed roof overhang supports are recommended to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing.
   b. The soffit (i.e., the underside surface of the roof overhang) should be incorporated into the overall architectural composition with beams, coffers, light fixtures and other design articulation.
   c. The vertical edge of the roof should be detailed to demonstrate additional horizontal layers, step-backs, trim, and other detailing.
2. If used, flat roofs should always be edged with parapet walls; and softened with residential accessories such as shading elements, or trellises.

0.12 Roof Materials:

Selection of roof materials should be made with consideration for the neighborhood context. Roof materials and color should be selected with consideration for views from above. Recommended roof materials include:

1. Clay, Terra Cotta or Concrete Tile: Tile roofs are recommended wherever sloping roof forms are used. Projects should use authentic terra cotta 2-piece barrel tiles, and avoid simulated products. A double row of tiles should be used to terminate the roof at the edge of rooflines.
2. Asphalt, Slate or Cement/Slate-type Shingles: Projects using shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.
3. Tar and Gravel, Composition, or Elastomeric Roofs: These roof materials should be limited to flat roof locations, and should be screened from view from adjacent buildings and sites by parapet walls. They should be avoided where prominently viewable from adjacent multi-story buildings or nearby uphill areas.

A Craftsman style building with asphalt roof shingles and trim elements conducive to the architectural style.

The sculpted parapet of this Spanish Colonial Revival style building is accented with potted plants.

A Mediterranean style building with terra cotta roof tiles.

The entry to this townhouse unit is recessed and the entry door is painted red.

A Queen Anne style inspired building with blue walls and white trim.

A white Mediterranean style building with painted base.

0.13 Equipment and Screening:

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be completely screened by architectural enclosures that are derived from or strongly related to the building's architectural expression, or enclosed within roof volumes.
2. In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements should strongly relate the screening to the building's architecture.
3. The location, spacing, materials, and colors of downspouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

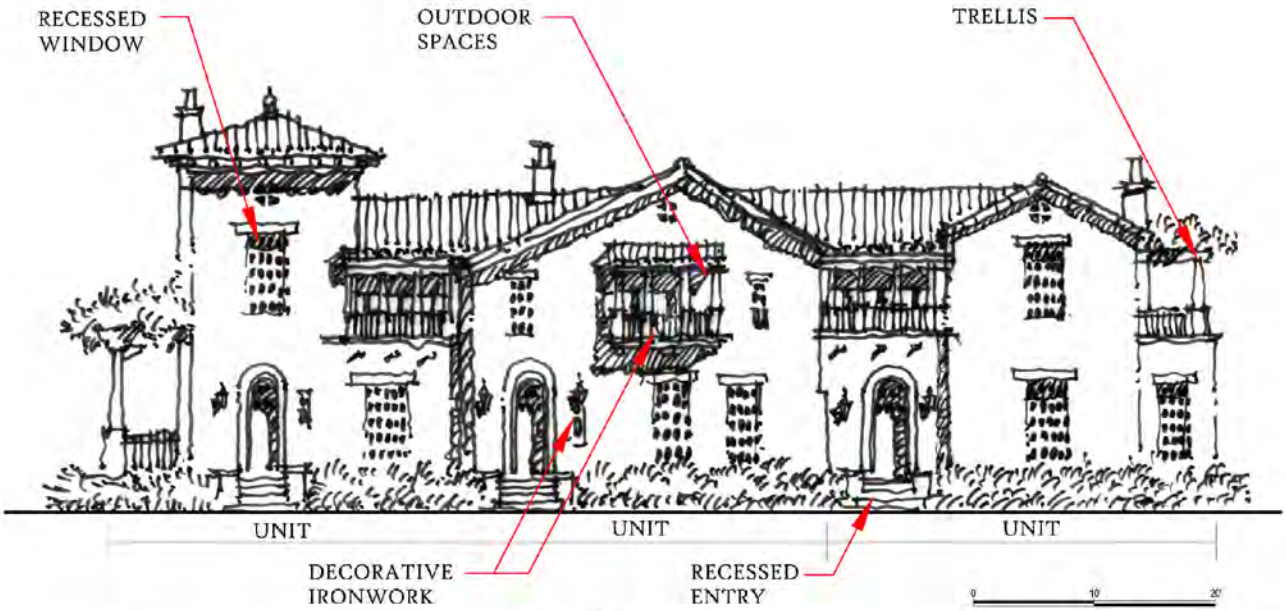
COLOR

A consistent color palette is recommended, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

1. Variety across adjacent buildings is recommended to personalize each building, and to contribute to a vibrant neighborhood character. Lighter colors ranging from white to soft cream, yellow and deep beige, are recommended at primary building walls, as shown on the color palette that follows. Dark colors like deep brown or black should not be used as primary wall colors.
2. Accent colors can be used to highlight special architectural features such as building bases or wainscots, windows and window frames, railing, shutters, ornament, fences, and similar features. Secondary and accent colors may be stronger, and more saturated in hue than primary colors - accents of deeper reds and dark browns are recommended, as shown on the color palette that follows. At Spanish-influenced styles, accent colors should be a darker shade against a light-colored primary building wall. Fluorescent colors should not be used.
3. For tiled roofs, red and terra cotta colors are recommended. For shingle and other roof styles, grey or earth tones are recommended. Light colored roofs may also be used to reduce solar radiation; these should be should be screened from view by architectural enclosures such as parapet walls or other screening treatment.

COLOR PALETTE

ARCHITECTURAL DETAILS



RECESSED WINDOWS PROVIDE SHADE AND EVOKE TRADITIONAL ARCHITECTURE

TOWERS PRESERVE TRADITIONAL ARCHITECTURAL STYLE

TRELLISES AT THE END OF BUILDINGS SOFTEN THE TRANSITION TO LOWER BUILDINGS

DETAILED IRONWORK RECALLS THE CRAFTSMANSHIP OF HISTORIC SAN FERNANDO ARCHITECTURE

ENTRANCES ARE STEPPED UP AND RECESSED TO INCREASE PRIVACY

DETAILED COLUMNS & BRACKETS ADD TO THE AUTHENTIC LOOK OF A BUILDING

All-District Policies -

Design Guidelines for Signage

DISTRICT ORIENTATION

A district's character is defined by the scale and intensity of its development, its uses and building architecture, and the quality of its public spaces. Building signage provides an opportunity to give visitors visual clues about the district the building is located within, while simultaneously conveying information about the businesses it advertises.

In general, sign design within each district should be unified in some ways, and unique in others. Signs throughout a district should be *unified* in that they should be compatible with district character. They should share the common themes of that District, and maintain similarities in terms of alignment, proportion, size and number of signs. Signs within a district should be *unique* in that each sign should be expressive of the individual store or establishment's identity, and appropriate to the type of activity contained within the establishment. For example, signs identifying business services should convey something very different from those advertising entertainment establishments, and may differ in terms of type, materials and color.

0.1 The Maclay District

The Maclay District is primarily a residential neighborhood, and signage for its non-residential uses should be compatible with this character. In order to maintain residential compatibility, signs in this district are limited to building-mounted and wall signs. "Neighborhood Services Overlay Areas" are intended to be pedestrian centers for their neighborhoods; therefore signage in these centers should be visible to residents who walk from nearby neighborhoods as well as to customers driving by, and follow the general character prescribed for the Downtown District (below).

0.2 The Downtown District

The Downtown District is the "center of the city" for the neighborhoods of San Fernando. This district will be the meeting place for San Fernando's community, and its sidewalks will serve as the city's living room. Thus, the primary orientation of signage in this district should be towards the pedestrian, but signage should be visible from vehicles as well. Because of the pedestrian nature of the District, signs will be seen from close view, and a high level of detail and craftsmanship should be used. Where freestanding elements are used, they should not

Signs in a district should be compatible with each other, yet distinctive for each individual store.

Signage should be carefully crafted with quality materials, as in this combination of wrought iron and painted wood.

Signage can be oriented to both the pedestrian and the vehicle, as demonstrated along this streetscape.

Signage should be incorporated into building architecture, like this sign located on a corner tower.

Signage should generally be located at the first floor level, especially at pedestrian-oriented districts.

be excessively auto-oriented; new pole-mounted signs and billboard advertising are not appropriate. However, the Mixed-Use Corridor Sub-District is intended to be a pedestrian extension of the Downtown District, and signage in this area should be pedestrian–oriented, following the general character described for the Downtown District.

0.3 The Workplace Flex District

The Workplace Flex District supports the continued functioning and expansion of the City's light industrial, workshop, and large-scale commercial sectors. It also accommodates live-work uses, subject to a conditional use permit. The Workplace Flex District provides a framework for creating a more inviting pedestrian, bicycle, and vehicular connection along First Street between the Metrolink Station and Maclay Avenue's "main street" the Civic Center, and along Truman Street between the Metrolink Station and the City Center. Signage should be visible from vehicles and should also be oriented towards pedestrians and in general, should be designed as part of the building's architecture, incorporated into the building or located on prominent architectural features.

ARCHITECTURAL COMPATIBILITY

Signs should be coordinated with building architecture, using complementary and consistent forms, shapes, materials, colors and lighting. They should relate to the primary building by using complementary and consistent forms, shapes, materials, colors and lighting. They may also reference existing building styles such as Mission, Spanish Colonial Revival, and Mediterranean architectural styles.

1. Within pedestrian-oriented shopping areas (i.e. the Downtown District, "Neighborhood Services Overlay Areas" and the Mixed-Use Corridor Sub-District), signs should be well-crafted and incorporate a high degree of detail, as they will be read at close range.
2. Along highly traveled corridors (i.e., the Workforce Flex and Maclay Districts), signage should be incorporated into the building's architecture, and not be designed as unrelated elements attached to the building. Architectural elements such as building bays or protrusions, corner towers and oversized entrances are appropriate locations for large-scale signage.

SIGN LOCATION AND PLACEMENT

The location and position of all permanent signs should be incorporated into the architectural design of the building. Placement of signs should be considered part of overall façade design of the building.

3. Signs in all districts should work at two scales: they should be visible to customers on foot and to those passing by in a car. Optimal viewing height from both the pedestrian and the automobile perspective is generally less than twenty (20) feet high.
4. Signs should typically be located at the first floor level but may be located above the second story if identifying upper story uses.
5. Building-mounted signs should be located within the "signable wall area" – a sign band or other portion of building above the storefront that is unbroken by windows, pilasters, detailing or other architectural elements.
6. Architectural elements on the building façade should be used to "frame" signs, including moldings, arches, clerestory windows, cornice lines and other features of the tenant storefront. Signage should not overlap or hide architectural elements such as columns, pilasters, cornices or other trim.
7. Window signs should not obscure primary views in to and out from the storefront.
8. Monument-type and other non-building mounted signs should be placed within a landscaped area along the building frontage, perpendicular to approaching traffic and positioned to provide clear lines of sight at intersections and driveway approaches. Sign locations should be chosen with respect to pedestrian and ADA accessibility (see *Development Standards* for the appropriate District).

DESIGN

Sign design should be appropriate to the establishment, using font, color, and graphic images to convey a sense of what "type" of business is being advertised. The handcrafted look is encouraged, and tasteful use of materials, such as painted wood or signs cut out of metal, is recommended.

0.4 Wall Signs

1. Where individual letters are used, letters should be three dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised openings cut-out from the sign panel.

Signage should NOT overlap architectural features, in the way this sign overlaps the brick facade shown here.

Directory signs should be placed along the building frontage and out of the public right-of-way, like this sign.

Sign design should convey something about the nature and the character of the business it identifies.

Structural supports for projecting signs should be coordinated with building architecture.

Individual letters or sign panels may be mounted on the canopy above the fascia.

Adhesive "stick-on" letters should not be used.

Clerestory windows located above the storefront can provide locations for signage.

2. Where painted letters are allowed and used, the sign message should present a neat and aligned appearance. The services of a professional sign painter are strongly recommended.

0.5 Projecting Signs

1. Projecting signs may be attached to building walls or to architectural elements such as archways, trellises, and entry piers. All locations should provide a clear right-way for pedestrians.
2. Structural supports for projecting signs should be co-ordinated with the overall architecture and color scheme of the storefront. They should not appear to be "tacked on" without regard for the alignments, proportions, colors, and forms of their adjacent buildings and signs.

0.6 Awning and Canopy-Mounted Signs

1. Lettering and graphics for awning signs should be located on vertical portions of the awning, either the front fascia or the sides. Lettering should not occur on the sloped front of the awning.
2. Individual three-dimensional letters are recommended for canopy signs. Individual letters or sign panels may be attached to the vertical fascia of the canopy or mounted on the canopy above the fascia.

0.7 Window Signs

1. Clerestory windows located above the storefront are good locations for window signs.
2. Painted window signs where permitted should present a neat and aligned appearance. The services of a professional sign painter are strongly recommended.
3. Adhesive stick-on letters should not be used.
4. Signs identifying hours of operation, menus, newspaper reviews and other customer information should be framed, board-mounted or plastic laminated for a finished appearance.

0.8 Freestanding Signs

1. All freestanding signs should be low monument signs, directory signs or kiosks. New pole or pylon signs are not permitted (see *Development Standards* for the appropriate District).
2. Freestanding signs should relate to the architecture of the building or development they serve. Exterior materials, finishes, and colors should be the same or similar to those of the building or structures on site. High quality, durable materials, such as metal,

stone, concrete and painted wood, should be used. Use of plastic should be minimized.

0.9 Signs in Public Parking Lots and Garages

1. Entry, directional, informational, and traffic control signs (e.g., "do not enter","no parking", "speed limit", etc.) within parking public parking lots and garages should utilize ornamental frames, trim, bracketing, materials, colors, and/or custom typeface are recommended. Galvanized finishes should be painted.

0.10 Temporary Signs

1. Temporary signs that contribute to the liveliness of the streetscape, such as well-designed menu boards and sidewalk signs, are encouraged.
2. For temporary signs and banners for sales and/or special events and temporary construction signs, the services of a professional sign painter are strongly recommended for a neat and aligned appearance.

MATERIALS

Materials should convey a high-quality appearance, and work with the overall palette of the building's architecture. Materials should be durable; materials that deteriorate quickly such as paper and light-weight cloth are not suitable for exteriors and should not be used. Acceptable materials include:

3. Wood (carved, sandblasted, etched, et cetera). Wood should be properly sealed, primed and painted, or stained, to avoid deterioration.
4. Metal (formed, etched, cast, engraved, et cetera). Metal that is prone to rusting should be properly primed and painted or factory coated to protect against corrosion.
5. High-quality ornamental materials such as stone, ceramic, brass-plate and gold leaf.
6. Fabric awnings, where the fabric should be selected for resistance to fading, either from sun exposure or cleaning. Lettering should be applied or silk-screened to canvas or nylon awning materials by a professional fabricator.
7. Custom neon tubing, when used as an accent in conjunction with other sign types. Neon should be used artistically, e.g. to highlight signage and architectural building elements, rather than as a means to attract attention by overwhelming these features.
8. Portable signs should be framed, board-mounted or plastic laminated to ensure durability and a high-quality appearance. Portable signs may not include stapled or taped menus.

Wood is a recommended material, as shown on this sign with incised letters cut into a wood sign panel.

Metal is a recommended sign material, as demonstrated by this cut metal panel sign.

Plastic panel signs like these box panels should not be used.

Individual letter "can" signs are preferable to box-panel "can" signs.

External spotlighting is a highly recommended method of sign illumination.

Sign letters should contrast with their background, like these gold letters against a brown backing.

9. The use of plastic panels *is discouraged* as they have a low-quality appearance. Plastic should be limited in use to translucent letters or shapes that are internally illuminated. Non-yellowing materials are recommended; polycarbonate materials subject to yellowing within five (5) years are not recommended.

LIGHTING

The lighting of signs should be considered as an element in a building's overall architectural and lighting design. Signs illuminated by direct light sources are recommended.

10. Internally illuminated box-panel "can" signs (i.e. translucent plastic sign panel with applied lettering) are not recommended. If "can" signs are to be used, the sign should be designed with light letters against a dark background; dark letters against a light background should not be used.
11. Where internally illuminated lighting is desired, internally illuminated individual letter "can" signs are preferable to box-panel "can" signs. Individual letters may be internally illuminated or back-lit, and should be mounted directly on the building structure.
12. Direct light sources are recommended. Recommended uses may include spotlighting which casts light on the sign; front-lighting from above or below with single or multiple spotlights; and backlighting fixtures where the lighting washes onto surfaces behind projecting solid or cut-out lettering to create a silhouette or "halo" effect;.
13. Light sources should be shielded to block glare from pedestrians, and residential areas and public rights-of-way; non-decorative bare bulbs should not be used. Illuminated signs and other lighting should be shut off after midnight or upon the close of business, whichever is later.
14. Flashing and moving lights should not be used, especially with neon or in other instances where light is an integral part of the sign.
15. Recommended light sources include LED, incandescent, halogen, compact fluorescent, and metal halide.
16. Light sources that should not be used include high-pressure sodium, low pressure sodium, and bill-board-style long tube fluorescent.

COLORS

Colors of signs should relate or contribute to the overall building design. They should be chosen with regard to the primary building colors, and should relate to or contrast with the primary color to create a well-thought out building color scheme. Signs are good locations for stronger, brighter accent colors, especially in pedestrian-oriented districts like the Downtown District.

17. Contrasting color schemes should be used to high-light the difference between the letters and the background to make the sign easier to read. Light letters on a dark background or dark letters on a light background are recommended.
18. Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors may obscure the message of a sign.
19. Rich and vivid colors are acceptable where they work with the overall building color scheme. Fluorescent colors should not be used.

Vivid colors should be restricted in use, and coordinated with the overall building color scheme.

Grade changes should be resolved using visible pieces of architecture such as seat walls and decorative rails.

A bluestone sidewalk combined with brick.

Pavers and decomposed granite.

All-District Policies -

Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting

SITE IMPROVEMENTS

0.1 Surface Grading:

Unnecessary grading should be minimized. Where grading is unavoidable, consider the following guidelines:

1. Cross slopes should not exceed two (2) percent in landscaped or sidewalk areas. Optimum slope for paved areas is one point five (1.5) percent, depending on roughness of paving surface.
2. Follow the natural contours as much as possible, and contour slopes to blend with the existing terrain.
3. Large manufactured slopes should be avoided in favor of several smaller slopes.
4. Significant natural vegetation should be incorporated and retained into the project.
5. Graded slopes should be landscaped for aesthetic and slope stability purposes.
6. On-site water retention basins should be used.
7. Mounding earth to elevate buildings, or "berming" earth against the side of buildings, is not recommended.

0.2 Pedestrian Surfaces

Recommended materials for pedestrian surfaces are listed below.

1. Stone, such as slate or granite.
2. Brick pavers.
3. Concrete unit pavers.
4. Poured-in-place concrete with any of the following treatments: integral pigment color; decorative aggregate; decorative scoring or stamped pattern; or ornamental insets, such as tile. An integral color pigment or duston hardener pigment is recommended.
5. Decomposed granite.

0.3 Driveways

Any of the pedestrian surface materials mentioned above are recommended for driveway paving, except decomposed granite. For large areas, plain or pigmented asphalt and concrete are also acceptable. Pedestrian areas and crossings across driveways should be clearly

demarcated, and may be emphasized by any of the following:

1. Special paving.
2. A recognizable scoring pattern.
3. "Bands" of pavers along the crosswalk edge.
4. Inset decorative elements.

0.4 Parking Lots

Surface parking lots should be designed as an integral feature of the overall site development plan. All parking areas should be designed with convenient safe and efficient pedestrian connections to buildings entry areas, transit stops, and to other pedestrian routes.

1. Pedestrian systems should provide a clear route to the main building entrance and be designed to include sidewalks and walkways of a minimum five (5) foot width, separated from vehicle areas by curbing and trees.
2. The main pedestrian route from parking to building entrance should be easily recognizable and accessible for patrons, designated by special landscaping, such as a shaded promenade.
3. Pedestrian routes should be designed to enhance and connect pedestrian and transit facilities, e.g. plazas and courtyards at building entries, seating areas, shaded transit stops, public art, fountains and information kiosks.
4. Design of pedestrian systems should be integrated into the design of the building, connecting to building elements such as entrances, awnings, canopies and arcades.
5. Large expanses of uninterrupted parking should be avoided; well-distributed smaller lots and structured parking are preferable. Parking areas should be sub-divided in to small sub-lots of no more than 50 spaces each.
6. Sub-lots should be distinguishable and separated from each other by a tree-lined parking access road providing access to each individual sub-lots. Space-defining elements such as trellises, columns, walls, arbors, and hedges should also be used to define and enhance the appearance of lots and surroundings. These elements should be consistent in design and materials with the principal building(s) and other site features.
7. Landscaping for parking lots should be organized to ensure clear visibility from the street to the building's main entrance. A maximum "clear zone" of no more than 120 feet should be maintained.

Special materials on a driving surface.

Pedestrian routes to the building entrance.

Pedestrian routes should connect to transit plazas, etc.

Trees planted at a 1:5 ratio.

Frontage fence with an open character.

Combination of iron fencing with stone piers.

8. Trees should be planted at a ratio of one (1) tree to every four (4) spaces, to provide shade and vegetation throughout the parking area.

SITE FURNISHINGS

0.5 Fences:

Fences should be consistent with style, materials and design of the principal building(s),

1. Frontage Fences:
   a. Overall height of frontage fences (at front yards) should not exceed three (3) feet in height. Front yard fences are recommended to maintain an open character and permit visibility.
   b. For visual interest, a combination of thick and thin structural elements is recommended, with thicker elements for supports and/or panel divisions. Fence posts and/or support columns may be built up with additional trim, caps, finials, and/or moldings for this purpose.
2. Screening Fences:
   a. Overall height of screening fences (at side and rear yards) should not exceed ten (10) feet in height.
   b. Screening fences located to the sides and rear of properties may be simple and relatively unornamented. However, they should be visually compatible with adjacent ornamental fence designs and adjacent building architecture. Related colors, a cap or top articulation, and related post spacing should be used at screening fences to enhance compatibility.
   c. Adjacent to residential properties, screening fences should maintain a character and scale appropriate to residential neighborhoods; more detailed fencing types and additional ornamentation may be required.
3. Materials and Colors
   a. Fences should be built with attractive, durable materials. Wrought iron, wrought iron style metal, cast iron and wood fences are compatible with the residential character of San Fernando.
   b. FFor iron or metal fences, recommended materials include wrought iron, wrought iron style metal, cast iron, welded steel or aluminum. Metal gauges should be selected to be adequate for resisting bending and denting from casual impacts or petty vandalism. Metal fences should be mounted on a low masonry wall, and/or between masonry piers. Galvanizing pretreatment beneath recommended paint (a "duplex"

system) is recommended for maximum finish life and rust resistance of steel. A powder coat system is also acceptable, though it will generally not be as durable as the recommended wet paint system. A UV-protectant clear coat over paint is recommended for prevention of fading of dark or fugitive colors.

c. For painted wood picket fences, a protective coating should be applied. White and light colors are recommended.

d. Chain link fencing, corrugated metal fencing and "tennis windscreens" are not permitted.

0.6 Walls:

Wall elements should be designed to strongly relate to the architectural style and materials of the principal building(s), and be divided into regular modules that relate to the architectural scale of the principal building(s). Creativity and variety in design is encouraged.

1. Frontage Walls:
   a. Overall height of frontage walls (at front yards) should not exceed three (3) feet in height. These may occur as garden walls, planter walls, seat walls, or low retaining walls.
   b. Wall openings, material change, or design elements should be used to break up long expanses of uninterrupted fences and walls. Wall expanses should be broken at a minimum of every forty (40) feet. Support piers, pilaster or posts can be emphasized at regular intervals.
   c. Walls should generally have a cap and base treatment. A distinctive cap of different width, material or texture should occur within the top 8".
   d. Entrances and pedestrian "gateways" should be announced by pilasters, trellises, special landscaping, public art or other special features.
2. Screening Walls:
   a. Overall height of screening walls (at side and rear yards) should not exceed eight (8) feet in height.
   b. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls over six (6) feet in height should include design elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials to relieve surface monotony.
   c. Mechanical equipment, trash and recycling bins, and meters should be provided with architectural enclosures or fencing, sited in unob-

Wrought and painted iron as fence materials.

Wall openings can be exaggerated to add interest.

Front walls should have a cap treatment.

Plain block walls should NOT be used.

Masonry piers should be used to break up long distances of fencing.

Piers and posts should work with the overall architectural composition.

trusive locations, and screened by landscaping. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

3. Materials and Colors
   a. Walls should be built with attractive, durable materials. Recommended wall materials include precast concrete, textured concrete block, or formed concrete with reveals, stucco, stone and brick.
   b. Exposed block walls may be constructed with a combination of varied height block courses and/ or varied block face colors and textures (e.g., a combination of split-face and precision-face blocks).
   c. Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.
   d. An anti-graffiti coating is recommended for ex posed wall surfaces

0.7 Piers

1. Pier and Bollard Design
   a. Piers are recommended to have a base, shaft and cap composition. They may provide a termination to a run of fencing, be used instead of fence posts, or be freestanding landscape elements. Larger piers may be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures. Piers may also be topped by ornamental light fixtures, roof caps, and/or ornamental finials.
   b. Masonry piers should be a minimum of eighteen (18) inches per side or diameter at spacings greater than twelve (12) feet; a minimum of twelve (12) inches per side or diameter at spacings of twelve (12) feet or less. Metal posts should be a minimum of four (4) inches per side or diameter.
   c. The maximum spacing of masonry piers should be thirty (30) feet on center for piers with fencing; eight (8) feet on center for freestanding piers.

d. Piers should be at the same height or up to eighteen (18) inches higher than adjacent fencing , excluding luminaires or finials.

2. Materials and Colors

   a. Piers and posts should be constructed of the same or a compatible material as the principal building(s). Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers.

   b. Recommended pier materials include integrally colored or decoratively treated cast-in-place concrete, stucco-faced concrete or concrete block, decoratively treated concrete block, precast concrete, brick (colors other than red), terra cotta, and stone. Precast caps and trim may be combined with other materials. An anti-graffiti protective coating is recommended.

   c. Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.

Low walls can be used as planters or for seating.

0.8 <u>Site Furnishings and Equipment:</u>

Pedestrian furnishings and amenities should be provided where possible.

1. Seating, freestanding planters, ornamental trash and recycling receptacles, drinking fountains, bollards, information kiosks, transit shelters and bicycle racks are recommended for publicly accessible landscape and hardscape areas, especially public gathering areas. Low walls or wide planter walls are recommended for the creation of seating opportunities without appearing to be empty when not used.
2. Newspaper vending and distribution racks (boxes) should be located in designated areas configured to accommodate them and make them visible and accessible to pedestrians; for example, spaces at street corners "bulbs" are appropriate. Racks should not be permitted to proliferate indiscriminately and create visual blight and pedestrian congestion. Selection of rack equipment that creates ganged mounting and enables aesthetic treatment to relate to streetscape design is strongly recommended.
3. The design, materials and colors of manufactured furnishings should be coordinated with the principal building(s) and/or other site and streetscape furnishings. Design and selection of furnishings should attempt to reinforce visual relationships to create a "family of objects" within the immediate project vicinity. This should in turn reinforce District character.

Newspaper distribution as part of the streetscape.

A common courtyard for residential units.

Visible pedestrian pathways leading to open spaces.

4. Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Masonry finishes should be treated with an anti-graffiti coating. Metal surfaces should be coated with highly durable finishes, such as aliphatic polyurethane enamel. An ultraviolet protectant clear coating is strongly recommended for dark or fugitive colors.

OPEN SPACE, LANDSCAPE AND PLANT MATERIALS

0.9 Open Space

1. Common open space should be accessible to all related buildings or units. Open space should remain unlocked during daylight hours.
2. Open spaces should be designed to take into consideration spatial enclosure, and be defined by buildings or landscape elements on a minimum of two sides. Development of open space shall include an enhanced pedestrian system that connects to adjacent public streets and sidewalks via interior walk-ways. Ornamental gates, trellises, lighting, plant materials, etc., should be used to create a sequence for pedestrians along this system; for example, an ornamental gate at the sidewalk leading to a passage lined with columns, then arrival at a courtyard.
3. Open space areas should contain both landscaped areas and hardscape areas. A mix of both treatments will encourage social interaction, allowing for recreation and play within green spaces while providing alternative gathering areas in the form of plazas or courts. It will also ensure access for people of all abilities to and through open spaces.
   a. Common landscaped green and/or garden space should comprise between seventy percent (70%) and eighty percent (80%) of the common outdoor area. The space should be centrally located to serve all related buildings or units. The space should be rectilinear with no side less than fif-teen (15) feet clear (with additional space allowance for buffer landscaping as required). Space should be seventy five percent (75%) enclosed by buildings, low walls, low fences, or linear buffer landscaping (e.g., hedges or rows of trees) and not be bordered by streets or surface parking areas on more than one side.
   b. Common hardscape space should comprise between twenty percent (20%) and thirty percent (30%) of common outdoor area. Common roof deck space may count towards this provision. Material selected for hardscape areas should be

both functional and attractive; i.e., unit pavers or gravel. Hardscape space shall be connected directly to landscaped areas by stairs, walks, and/or ramps where necessary.

0.10 Plant Materials:

Plantings should be used to create an attractive and harmonious character, and contribute to a cohesive design for the street. Planted and landscaped areas should have a simple palette of plant species.

1. Street Trees:
   a. Street trees should be planted in aligned rows centered within planting strips between sidewalks and curbs where available. Alternatively, they may be planted in tree wells within the sidewalk at the back of curb (at integral curb, gutter and sidewalk installations) to create a buffer between pedestrians and automobiles.
   b. Regular spacing and consistency should be used to reinforce a strong street identity and corridor structure, typically along the length of a street corridor within a District. Where a street tree pattern and species have been established, infill projects should provide matching materials and layout.
   c. Larger species and more visible spatial configurations should be used at larger, more important streets and plazas. Where street image perceived from both motorist and pedestrian views is important, the scale of planting treatments should follow suit, e.g., rows of tall palm trees to shape the motorist experience, and an understory planting of smaller shade trees in between the larger trees for the scale and comfort of pedestrians.
   d. The minimum installed size of new street trees should be a twenty-four (24) inch box size. Tree wells should be landscaped with drought tolerant shrubs and/or decomposed granite, subject to City review for streetscape continuity.
2. Tree Types and Species:
   a. To ensure visibility to retail establishments, trees with open branching structures and canopies, at maturity, that grow above storefronts and signage are recommended.
   b. Trees and plants at other locations should be selected and placed to reflect both ornamental and functional characteristics.
   c. Selected species should be drought and wind tolerant and minimize litter and other maintenance problems.

Palm trees permit visibility to establishments.

Evergreens can be used for screening.

Well-shielded downward-focused lighting should be used to direct light away from the sky.

Lighting fixtures and mounting should be designed as a part of building architecture.

d. A qualified arborist or licensed landscape architect should be consulted for final selections and installation recommendations based on site soils, drainage, and microclimate.

e. Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.

f. Evergreen shrubs and trees should be used for screening along rear property lines (not directly adjacent to residences), around trash/recycling areas and mechanical equipment, and to obscure grillework and fencing associated with subsurface parking garages.

LIGHTING

0.11 Design:

1. In order to restrict the emission of undesirable illuminating light rays up into night sky, all exterior lighting shall be cut-off fixtures. Indirect illumination is recommended, and may be achieved by concealing light features beneath shields or screens, or by recessing them into building walls or overhangs.
2. Street lighting should be chosen with care, and should add to the aesthetic of the street. Lighting design should be consistent with streetscape character.
3. Other pedestrian-oriented areas, including walkways and paths, plazas, parking lots, and parking structures should be illuminated to provide clear views both to and within the site.
4. Area lights, especially at parking lots, are encouraged to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height and higher in light level.

0.12 Materials and Color:

1. The color and finish of exposed metal surfaces of on-site light fixtures and poles should be compatible with building architecture. Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.
2. Recommended paint finishes for metal include:
   a. Galvanizing beneath paint (a "duplex" system) is recommended for maximum finish life and rust resistance of steel.
   b. A UV-protectant clear coat over paint is recommended for prevention of fading of dark or fugitive colors.

0.13 Luminaire Type:

1. Fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.
2. Sharp cut-off type fixtures are recommended, to prevent light from being emitted above the horizontal relative to the light source. Small decorative "glow" elements are permitted to emit light above the horizontal. Alternatively or in addition, fixtures should use a refractive prismatic diffuser globe to direct light downward and focused in a pattern as desired.
3. Recommended globes include clear borosilicate prismatic glass globes; clear acrylic globes with optical diffusing (prismatic) patterns; translucent clear (frosted) or white acrylic globes. Polycarbonate globes are not recommended. Clear, smooth surface finish acrylic or polycarbonate globes are not recommended as they tend to show scratches and wear after several years.
4. House side shields and internal reflector caps should be used to block light from illuminating residential windows.
5. For pedestrian-oriented area lighting, energy efficient sources with warm white color and good color rendition are recommended. Recommended lamp types include:
   a. Color-corrected metal halide [two thousand nine hundred (2900) to three thousand two hundred (3200) degrees Kelvin] are acceptable.
   b. Color-corrected fluorescent [two thousand seven hundred (2700) to three thousand two hundred (3200) degrees Kelvin] are acceptable.
   c. For loading areas and other non-pedestrian intensive areas, high pressure sodium, low pressure sodium, or metal halide may be acceptable for efficient lighting.
6. For accent lighting, LED, halogen incandescent and standard incandescent are also recommended.
7. Standard mercury vapor, high-pressure sodium, low pressure sodium, and cool white fluorescent are not recommended.

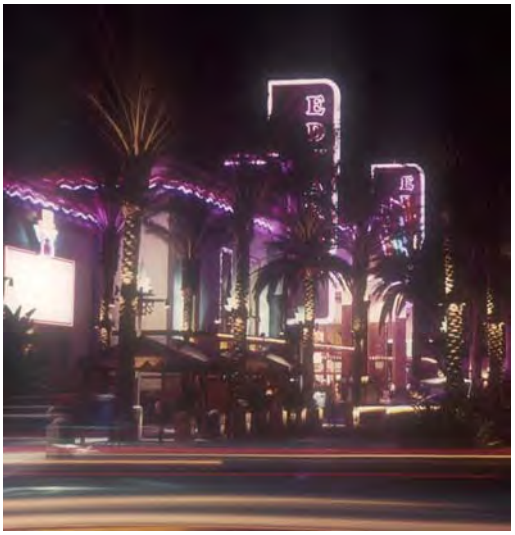
0.14 Poles And Mounting Height:

In general, light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

1. Mounting height of light sources for area illumination (such as parking lots and yards) should be a maximum of eighteen (18) feet, measured from the finished grade.

Prismatic refractor globes are recommended to enhance efficiency and reduce glare.

Mounting height should be related to the pedestrian scale.



Facade lighting for nighttime effects.

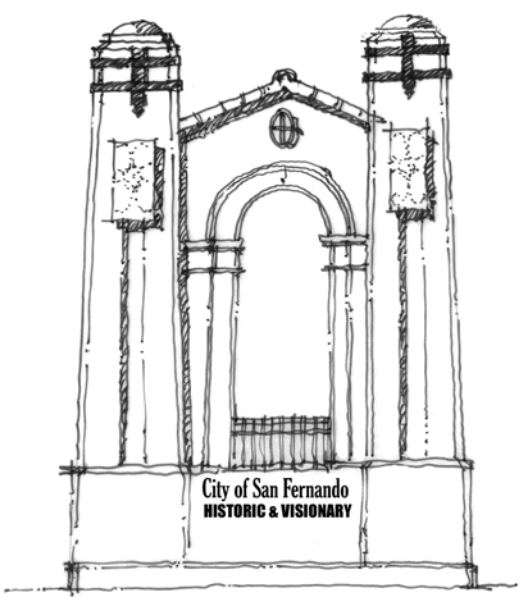
2. For pole-mounted lighting at pedestrian plazas, walk-ways, and entry areas, a pedestrian-height fixture is recommended - twelve (12) to fifteen (15) feet in height from grade to light source. Thirteen (13) feet is optimal.
3. Bollard mounted lighting and step-lighting is also recommended for low-level illumination of walk-ways and landscaped areas.

0.15 Uplighting:

Uplighting should be carefully sited and shielded to prevent spill light from visibility by pedestrians, motorists, and nearby residential dwelling windows.

1. All decorative uplighting, including building facade uplighting, roof "wash" lighting, and landscape uplighting, should be operated on timers that turn off illumination after 12 midnight nightly.
2. At lighted areas adjacent to single family homes, a combination of careful placement, mounting height and luminaire shields should be used to protect residences from glare.
3. Illumination levels of facade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where illuminated facades, roofs and landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

CHAPTER SIX: CAPITAL IMPROVEMENTS



This chapter describes the capital improvements that are integral to the envisioned future of the San Fernando Corridors. Hand in hand with the private investment that the community desires to assist in the revitalization of the corridors, public investments such as streetscapes, gateway features, and architectural landmarks are fundamental to achieving the stated goals.

Capital improvements set the stage for revitalization. The benefits behind improvements such as new streetscapes, the construction of civic and public open space, and the enhancement of transportation and other city infrastructure are several. First, by creating signs of investment in areas that have not received private investment for some time, capital improvements "break the ice" for new investment. In this sense, the City of San Fernando takes the lead by serving to "prime the pump" for new investment, attracting the interest of prospective new investors. Second, within a given city district or sub-district, improvements recondition the physical space within the public rights of way to provide the type of environment in which desired land uses will best perform. Therefore, new capital investments serve to "set the stage" for new investment by creating ideal places for such development to occur. Finally, by building support from both the private sector and the public community, capital improvements can act as a starting point to generate the momentum needed to revitalize the corridors. The investment that the City makes in its public realm is the physical evidence indicating the City's intentions and in that way capital improvements add value to the community by making evident to prospective investors the City's commitment to revitalization.

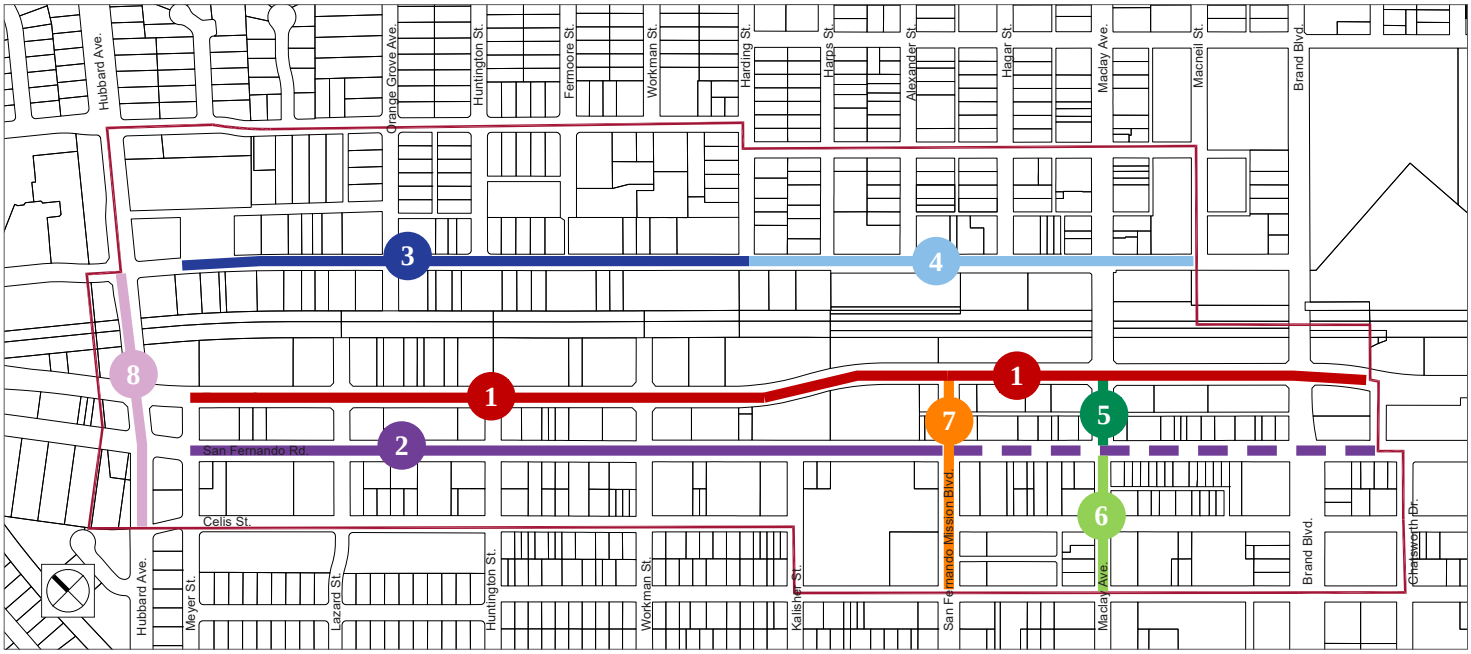
In the particular case of San Fernando, the process of preparing this specific plan for the Maclay, Truman, San Fernando Road, and First Street Corridors in many ways presents an opportunity to reverse the current underutilization, disinvestment, and lack of amenity in the corridors planning area. Currently, the corridors are aesthetically unappealing and do not provide the comforts that attract pedestrians to the uses which line them. New street improvements are an opportunity to make the city's most visible streets attractive to pedestrians and supportive of a mix of urban land uses, turning them back into comfortable and habitable "pieces of the city". Capital improvements will beautify the corridors so that they better represent the family-oriented and small town identity that is fundamental to the San Fernando community, while maintaining the necessary traffic flows and keeping practicality in mind.

The following recommendations result from active participation on the part of community members and City staff. They are designed to work in collaboration with the proposed district formation in order to "set the stage" for the preferred revitalization strategies embedded within this specific plan. These recommendations are conceptual design efforts. Future investments in streetscapes, landmarks, gateways, or other types of capital improvements will require further "design development" considering relevant budgetary constraints and subject to thorough engineering and environmental review.

STREETS

The streetscape improvements recommended for the Maclay, Truman, San Fernando Road, and First Street Corridors are designed to stimulate near-term investment. The recommended improvements are structured to "set the stage" for new investment by signaling to the investment community that the City is serious about its commitment to change. They will also provide an attractive and supportive environment for envisioned land uses and building types. These streetscape improvements may be accomplished in two ways. Where possible they may be advanced by the City in order to create a supportive environment for appropriate development in each segment, and to instigate more immediate change in the specific plan area. However, in areas where the City has not already fully completed all of the planned streetscape improvements pursuant to this specific plan, such street and sidewalk improvements will be required of new development, to be provided by each developer along his or her property frontage as development occurs.

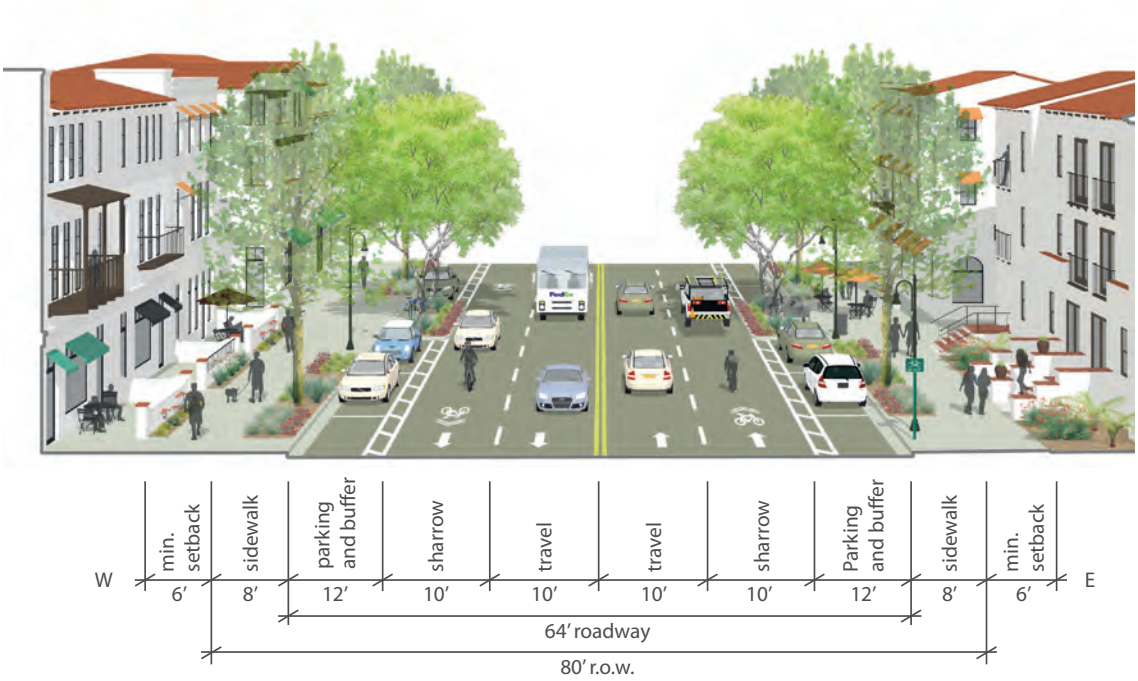
STREET NETWORK



Legend

1. Truman Street
2. San Fernando Road
3. First Street West of Harding St.
4. First Street East of Harding St.
5. Maclay Avenue 1
6. Maclay Avenue 2
7. San Fernando Mission Blvd.
8. Hubbard Avenue

1 TRUMAN STREET ALTERNATIVE 1: TWO LANES EACH DIRECTION



This alternative for Truman Street preserves two travel lanes in each direction. Improvements consist primarily of streetscape improvements – introducing street trees and street lights – and re-striping the travel lanes so that they are narrower to encourage vehicular traffic to slow down. On-street parallel parking is retained to provide convenient parking in front of businesses and residences, as well as to provide a buffer between vehicular traffic and the sidewalk. Improvements occur within the existing right-of-way and curb-to-curb widths. Improvements incorporate the following:

A. Travel lanes: two (2) ten (10) foot wide travel lanes in each direction with the curb side lane marked as a sharrow (a shared bicycle and traffic lane). Left turn lanes are provided as needed.

B. Street parking/buffer: eight (8) foot wide parallel parking lanes and four (4) foot wide buffers along both sides. Where bus stops occur, whether local or bus rapid transit (BRT), parallel parking is prohibited in order to provide a place for buses to turn out. Bus stops are designed per the appropriate transit provider requirements. Parking lanes are also converted to right turn lanes at key intersectoins.

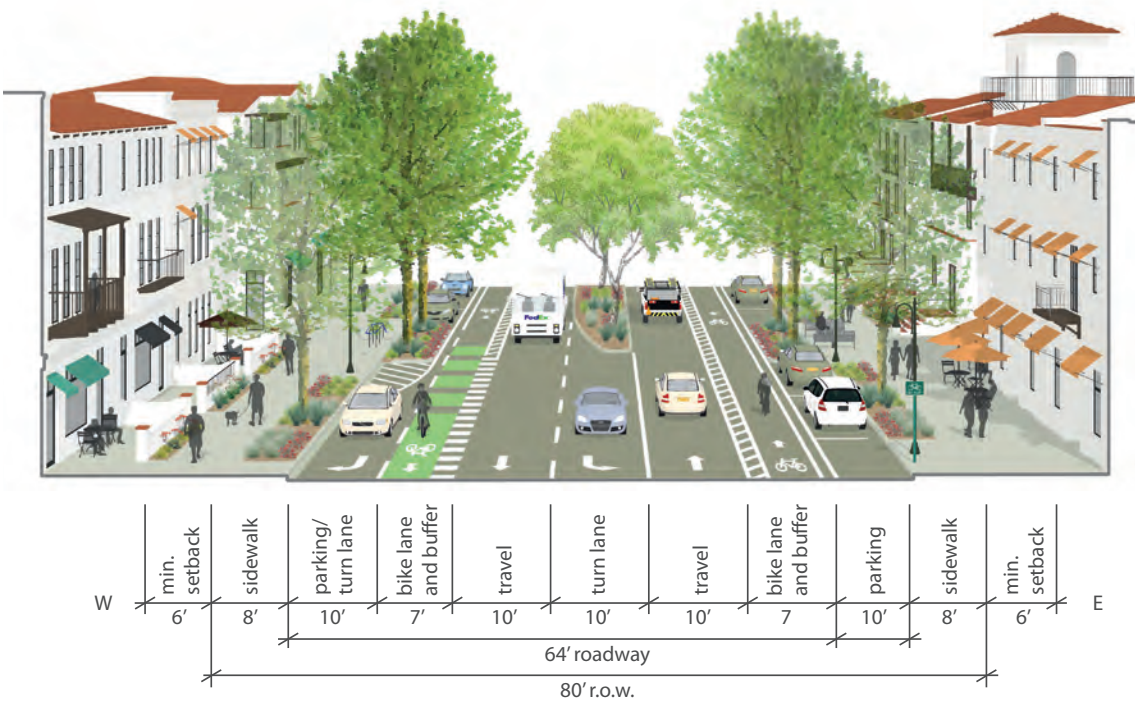
C. Sidewalks: Sidewalks are widened from their existing eight (8) foot width to fourteen (14) feet by setting back buildings and dedicating the setback area to sidewalk.

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately 32 ft. on center.

   1. Alternate: street trees are placed in in-street tree planters in between every 2 parallel parking spaces.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

1 TRUMAN STREET ALTERNATIVE 2: ONE LANE EACH DIRECTION WITH BIKE LANES



This alternative for improvements to Truman Street reduces the number of travel lanes to one in each direction separated by a center turn lane or landscaped median. Improvements occur within the existing right-of-way and curb-to-curb widths. Improvements must incorporate the following:

A. Travel lanes: one (1) lane in each direction separated by a center turn lane or a planted center median. The travel lanes, turn lane, and/or median are all ten (10) feet wide.

B. Bike lanes: a seven (7) foot wide buffered bike lane is introduced in each direction.

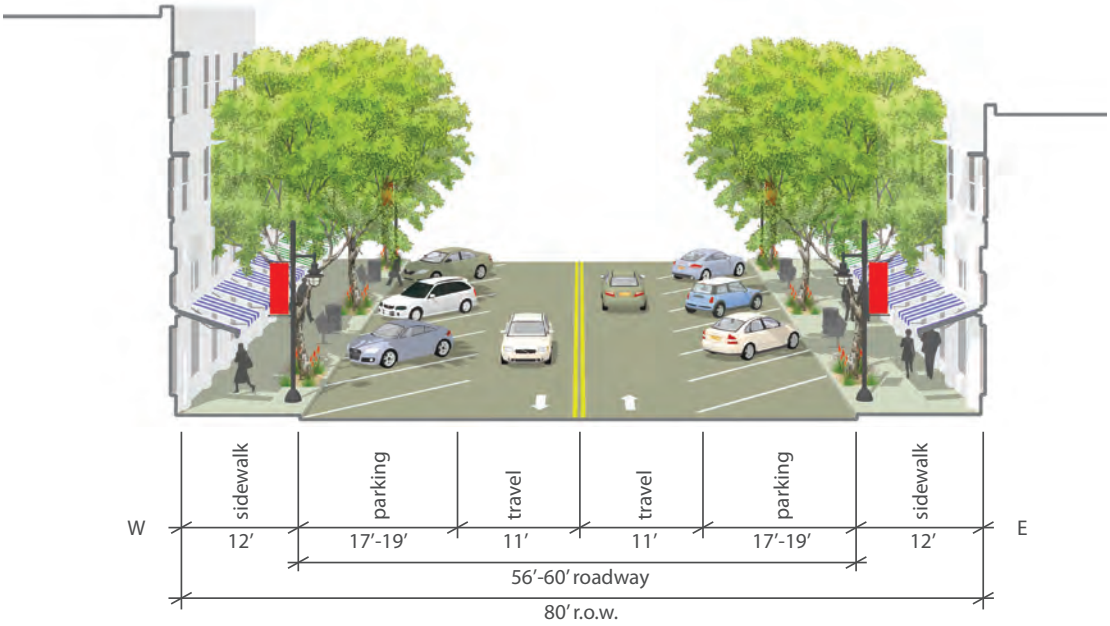
C. Street parking: eight (8) foot wide parallel parking lanes and four (4) foot wide buffer along both sides. Where bus stops occur, whether local or bus rapid transit (BRT), parallel parking is prohibited to provide a place for buses to turn out. Bus stops are designed per the appropriate transit provider requirements.

D. Sidewalks: Sidewalks are widened from their existing eight (8) foot width to fourteen (14) feet by setting back buildings and dedicating the setback area to sidewalk.

E. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

F. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

2 SAN FERNANDO ROAD ALTERNATIVE 1



Improvements to San Fernando occur within the existing right-of-way and curb-to-curb widths. Improvements must incorporate the following:

A. Travel lanes: one (1) travel lane in each direction. Left turn and right turn lanes are provided as needed.

B. Street parking: Angled parking along both sides of the street to provide convenient parking in front of businesses and residences as well as to provide a buffer between vehicular traffic and the sidewalk.

C. Sidewalks: minimum twelve (12) foot wide, level, paved sidewalks. Where sidewalk is narrower than twelve (12) feet, adjacent building shall be setback appropriately with the setback area dedicated to sidewalk

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

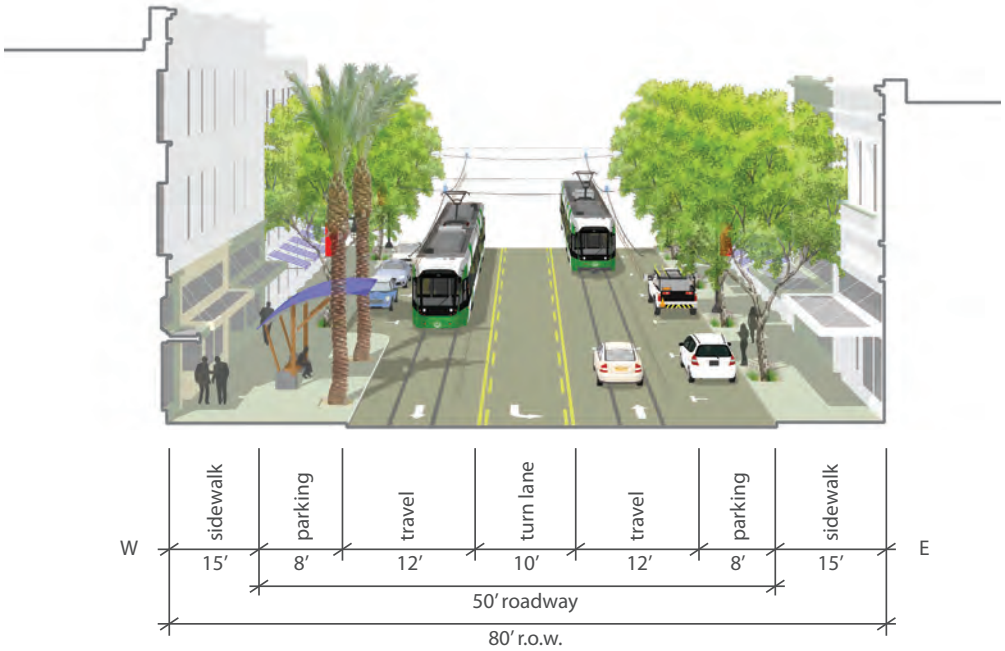
E. Street Lights:

1. Between Brand Boulevard and San Fernando Mission Boulevard: New double-head, pedestrian-scale lights shall be installed to be consistent with tree planting, at approximately thirty-two (32) feet on center along the public right-of-way.

2. Between San Fernando Mission Boulevard and Hubbard Avenue: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center.

Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

2 SAN FERNANDO ROAD ALTERNATIVE 2: WITH METRO TRAM



This San Fernando Road alternative accommodates Metro's East San Fernando Valley Transit Corridor Tram alternative and consist of narrowing the curb to curb width in order to create a narrower roadway and provide wider sidewalks. Of all the improvements to the streets within the Corridors Specific Plan area, this is the only one that entails moving the curbs from their current position and it would only be possible if the Tram alternative is introduced. Improvements must incorporate the following:

A. Travel lanes: one (1) travel lane in each direction with shared center turn lane. Right turn lanes are provided as needed.

B. Street parking: Parallel parking along both sides of the street to provide convenient parking in front of businesses and residences as well as to provide a buffer between vehicular traffic and the sidewalk. Curb bulb-outs and no parallel parking are provided at the Tram stops.

C. Sidewalks: minimum fifteen (15) foot wide, level, paved sidewalks.

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

E. Street lights:

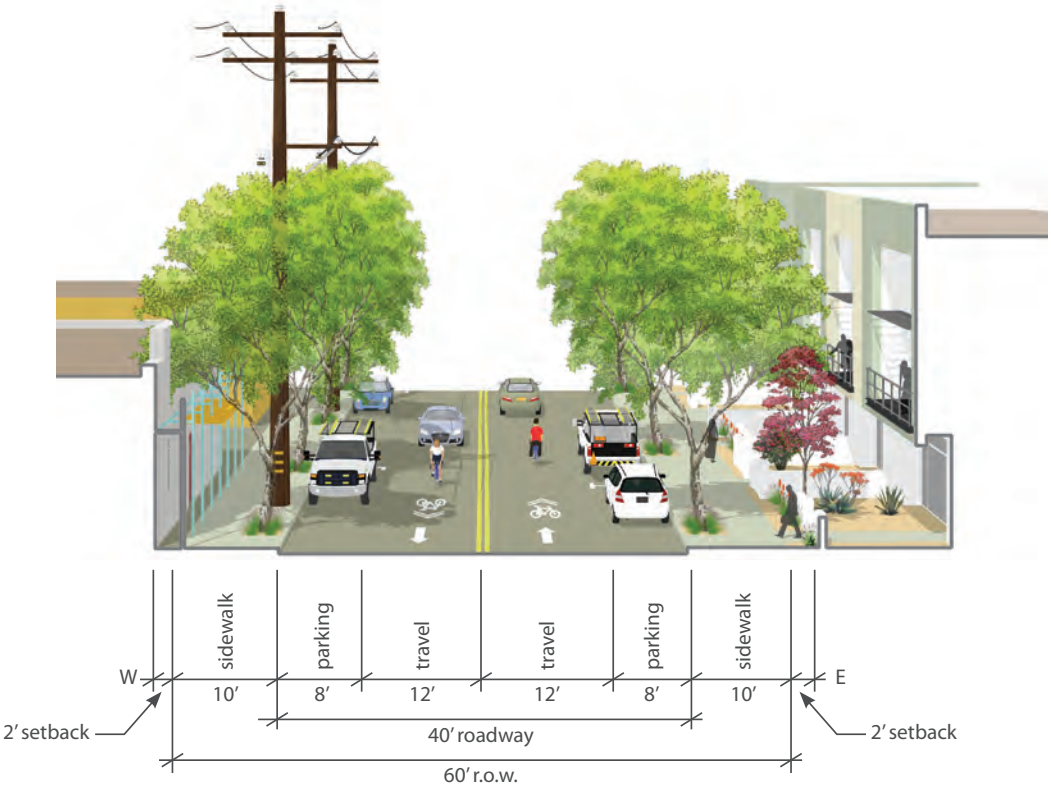
1. Between Brand Boulevard and San Fernando Mission Boulevard: New double-head, pedestrian-scale lights shall be installed to be consistent with tree planting, at approximately thirty-two (32) feet on center along the public right-of-way.

2. Between San Fernando Mission Boulevard and Hubbard Avenue: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center.

Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

3 FIRST STREET WEST OF HARDING STREET

HUBBARD AVENUE TO HARDING STREET



Improvements to First Street between Hubbard Avenue and Harding Street are intended to create a more inviting pedestrian, bicycle, and vehicular connection between the Metrolink Station and Maclay Avenue's "main street" and the Civic Center. Improvements occur within the existing right-of-way and curb-to-curb widths and consist primarily of the introduction of street trees and street lights. Improvements must incorporate the following:

A. Travel lanes: one travel lane in each direction, marked as sharrows, a shared bicycle and traffic lane. Left turn and right turn lanes are provided as needed.

B. Street parking: Parallel parking along both sides of the street to provide convenient parking in front of businesses and residences as well as to provide a buffer between vehicular traffic and the sidewalk.

C. Sidewalks: minimum twelve (12) feet wide, level, paved sidewalks. Where sidewalk is narrower than 12 feet, adjacent building shall be setback appropriately with the setback area dedicated to sidewalk

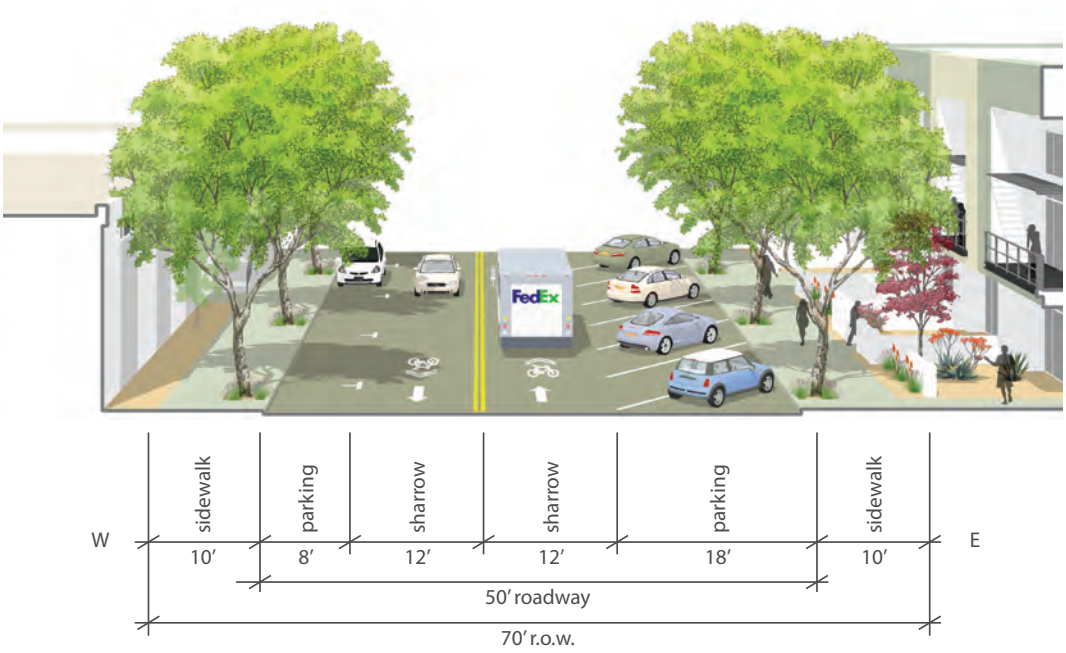
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately 32 ft. on center.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center.

Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

4 FIRST STREET EAST OF HARDING STREET ALTERNATIVE 1

HARDING STREET TO BRAND BOULEVARD



Improvements to First Street between Harding Street and Brand Boulevard are intended to create a more inviting pedestrian, bicycle, and vehicular connection between the Metrolink Station and Maclay Avenue's "main street" and the Civic Center, as well as to make more efficient use of First Street's excessively wide curb to curb width by introducing angled parking along its north side. Improvements occur within the existing right-of-way and curb-to-curb widths and consist of re-striping and introducing street trees and street lights and must incorporate the following:

A. Travel lanes: one (1) travel lane in each direction, marked as a sharrow, a shared bicycle and traffic lane. Left turn and right turn lanes are provided as needed.

B. Street parking: Parallel parking along the south side of the street and angled parking along the north side of the street.

C. Sidewalks: minimum twelve (12) feet wide, level, paved sidewalks. Where sidewalk is narrower than twelve (12) feet, adjacent building shall be setback appropriately with the setback area dedicated to sidewalk

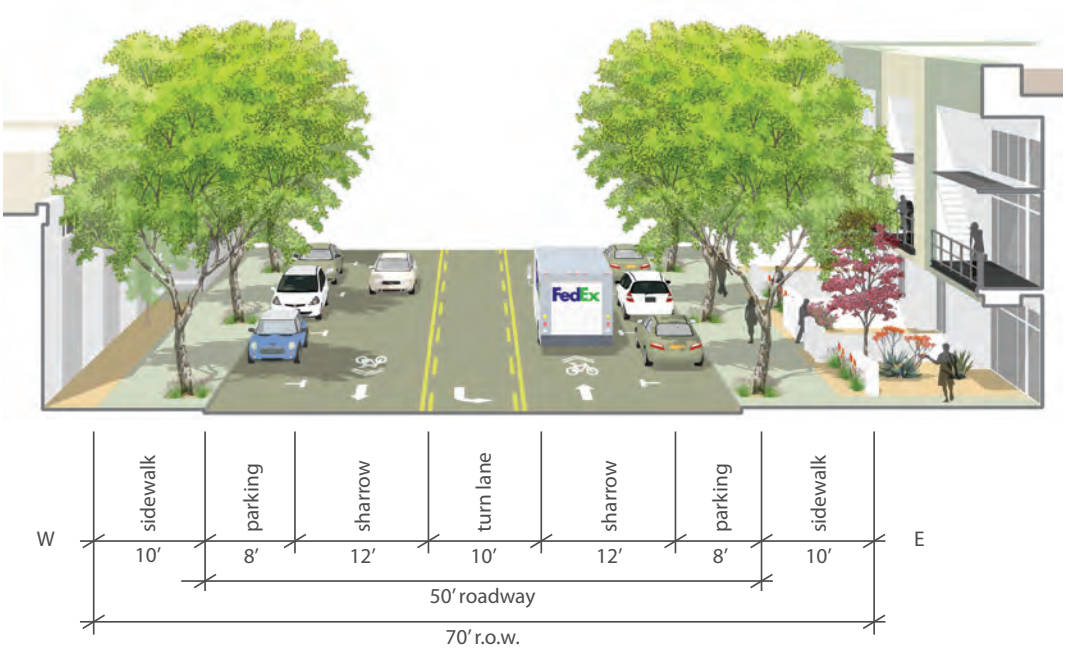
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

   1. Alternate: street trees are placed in in-street tree planters in between every 2 parallel parking spaces.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

4 FIRST STREET EAST OF HARDING STREET ALTERNATIVE 2

HARDING STREET TO BRAND BOULEVARD



This alternative way of improving First Street between Harding Street and Brand Boulevard, like the first takes advantage of First Streets Excessive width, but by introducing a center left turn lane for east bound traffic. Also, like the rest of the First Street improvements, it is intended to create a more inviting pedestrian, bicycle, and vehicular connection between the Metrolink Station and Maclay Avenue's "main street" and the Civic Center. Improvements occur within the existing right-of-way and curb-to-curb widths and consist of re-striping and introducing street trees and street lights and must incorporate the following:

A. Travel lanes: one (1) travel lane in each direction, with a shared center turn lane. Travel lanes are marked as sharrows, a shared bicycle and traffic lane. Left turn and right turn lanes are provided as needed.

B. Street parking: Parallel along both sides of the street.

C. Sidewalks: minimum twelve (12) feet wide, level, paved sidewalks. Where sidewalk is narrower than twelve (12) feet, adjacent building shall be setback appropriately with the setback area dedicated to sidewalk

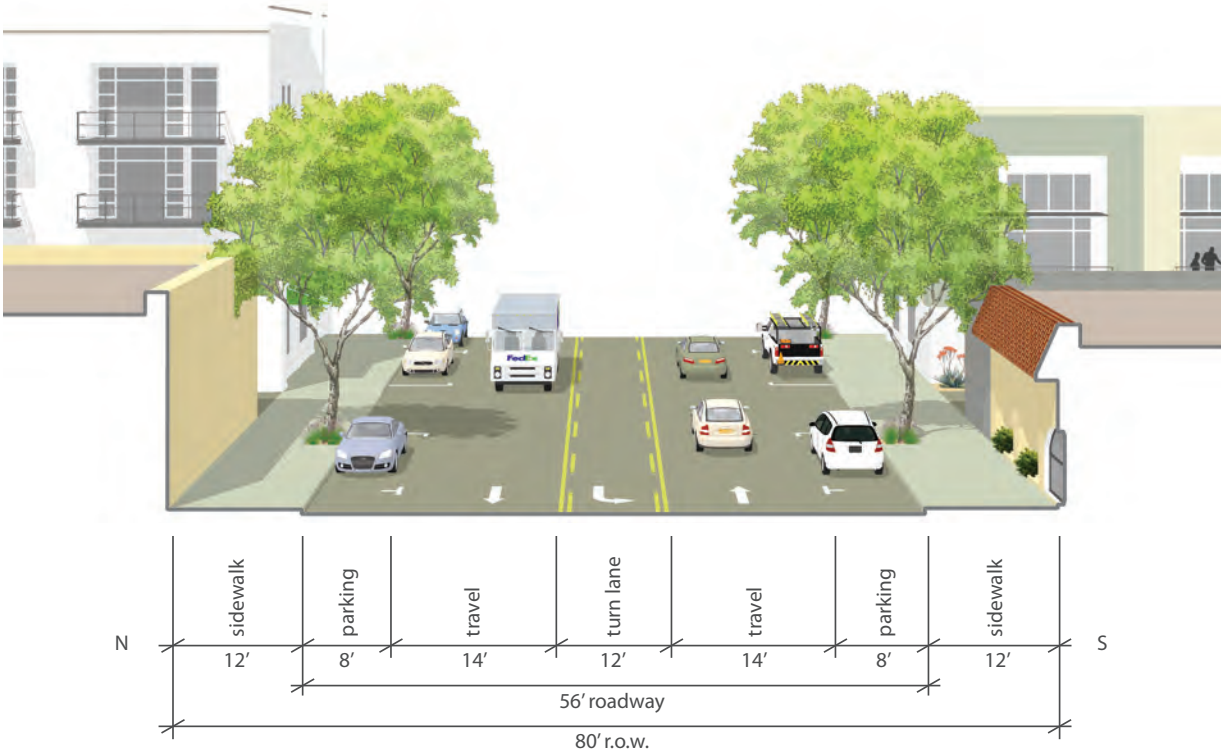
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

   1. Alternate: street trees are placed in in-street tree planters in between every 2 parallel parking spaces.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

5 MACLAY AVENUE 1

TRUMAN AVENUE TO SAN FERNANDO ROAD



Improvements to Maclay Avenue between Truman Streets and San Fernando Road occur within the existing right-of-way and curb-to-curb widths and consist of re-striping the travel lanes in order to introduce convenient on-street parking in front of Downtown stores and restaurants as well as to provide a buffer between vehicular traffic and the sidewalk. Streetscape improvements include the introduction of street trees and street lights. Improvements must incorporate the following:

A. Travel lanes: one (1) travel lane in each direction with a center shared left turn lane.

B. Street parking: parallel parking along both sides of the street.

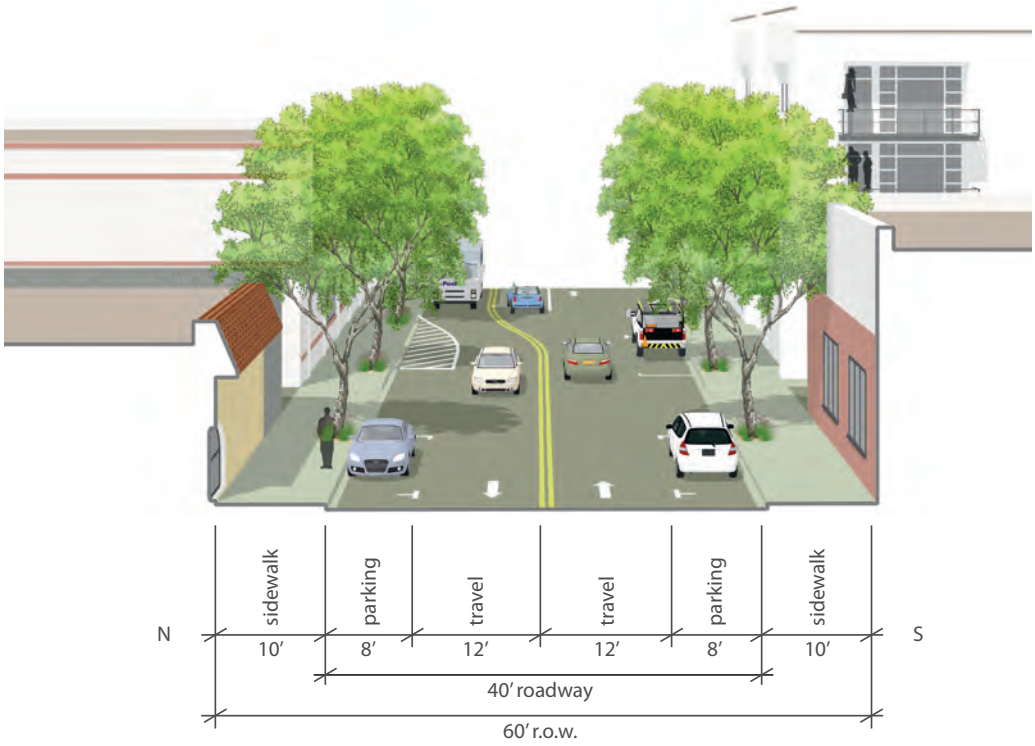
C. Sidewalks: minimum twelve (12) feet wide, level, paved sidewalks, preserving existing sidewalk widths.

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

6 MACLAY AVENUE 2

SAN FERNANDO ROAD TO PICO STREET



Improvements to Maclay Avenue between San Fernando Road and Pico Street within the existing right-of-way and curb-to-curb widths and consist of re-striping the travel lanes in order to introduce convenient on-street parking in front of Downtown stores and restaurants as well as to provide a buffer between vehicular traffic and the sidewalk. Streetscape improvements include the introduction of street trees and street lights. Improvements must incorporate the following:

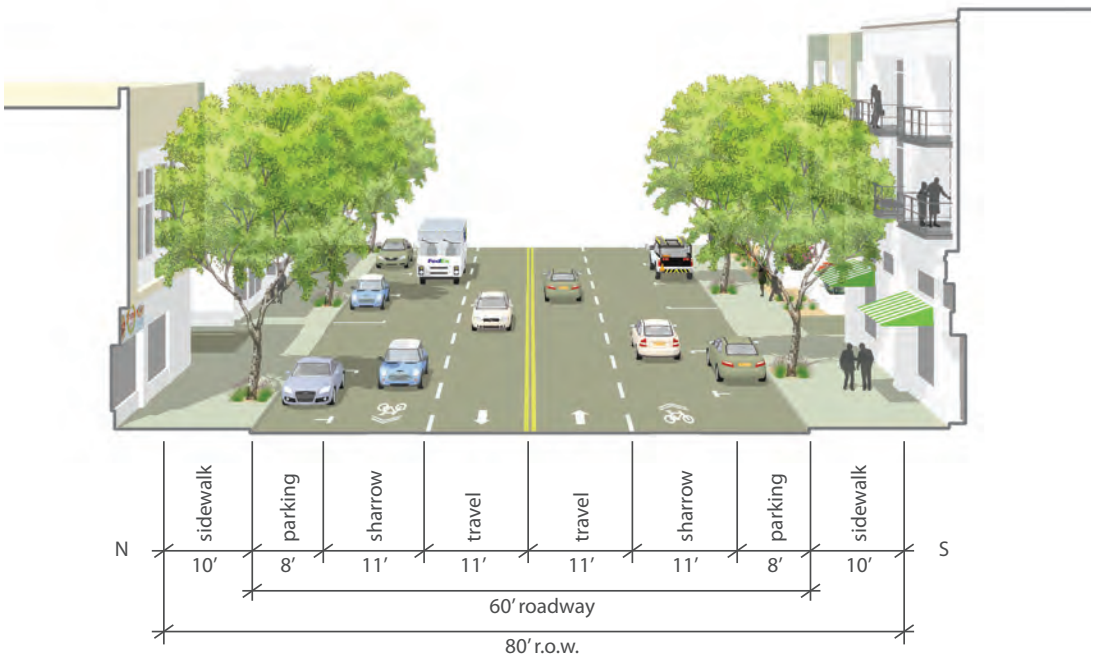
A. Travel lanes: one (1) travel lane in each direction with left turn lanes.

B. Street parking: parallel parking along both sides of the street.

C. Sidewalks: minimum ten (10) feet wide, level, paved sidewalks, preserving existing sidewalk widths.

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.



Improvements to San Fernando Mission Boulevard Road occur within the existing right-of-way and curb-to-curb widths and consist of re-striping the travel lanes in order to introduce convenient on-street parking in front of Downtown stores and restaurants as well as to provide a buffer between vehicular traffic and the sidewalk. Streetscape improvements include the introduction of street trees and street lights. Improvements must incorporate the following:

A. Travel lanes: two (2) travel lanes in each direction with the curb side lane marked as a sharrow, left turn lanes where needed.

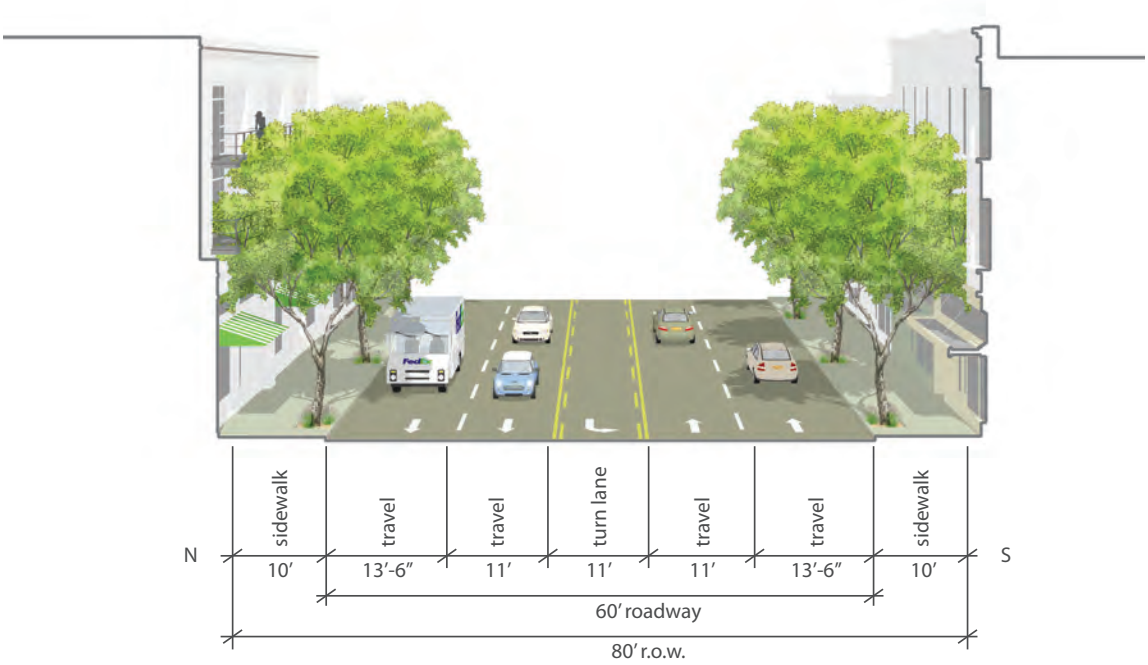
B. Street parking: parallel parking along both sides of the street.

C. Sidewalks: minimum ten (10) feet wide, level, paved sidewalks, preserving existing sidewalk widths.

D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

8 HUBBARD AVENUE



Improvements to Hubbard Avenue consist solely of streetscape improvements to improve the pedestrian experience to the Metrolink Station. Improvements must incorporate the followingg:

A. Travel lanes: no change. Keep two (2) travel lanes in each direction with, left turn and right turn lanes.

B. Street parking: none.

C. Sidewalks: keep existing minimum ten (10) feet wide, level, paved sidewalks, preserving existing sidewalk widths.

D. Street trees: large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center. Lights shall comply with Section *6.4 Lighting* of the Development Standards of the Downtown District, Maclay District, and Workplace Flex District and Section *7.4 Lighting* of the General Neighborhood District.

LANDMARKS

Landmarks such as the "landmark columns" illustrated on page 191 and/or other prominent architectural features should be used to distinguish and unify the Downtown District within the City of San Fernando. Regularly spaced landmarks should be used to "stitch" together streets within the downtown. In a potential extension beyond the specific plan's boundaries, extending the use of the landmark columns along Second Street between Maclay Avenue and Macneil Street will help complete the perception of the Downtown District as an extension of the Civic Center.

In addition to defining the Downtown District, landmark columns would assist in strengthening the visual and pedestrian character of the heart of the city. During the community workshop process, workshop participants remarked that along the south side of Truman Street, at the back of the Mall's public parking lots, the pedestrian environment lacks sufficient enclosure. The north side of Truman Street in this stretch is a similarly unfriendly environment for pedestrians. Installation of landmark columns within the public right of way at the back of sidewalk in these areas will have a strong influence to reverse this feeling of exposure. Landmarks should be designed to accommodate public art work that is either temporary or permanent. Design elements may further include opportunities for street lighting. Uplighting the landmark columns would substantially enhance their visibility and overall aesthetic impact during the evening hours.

Within the Downtown District, landmark columns should be installed at a spacing of no more than one hundred twenty (120) feet on center to ensure strong district definition. Larger versions of the landmark column can be used at primary intersections to further define entry to the Downtown District. Refer to "Capital Improvements – Landmark Column" illustration on page 191 for an illustration of one possible way to locate the landmark columns.

As an alternative or interim measure, some of the same effect may be achieved at less cost through the use of architecturally elaborated street light standards in the Downtown District. Distinctive fixtures such as changeable banners, in combination with other elements such as uplighting and/or decorative lighting of street trees or elaborated street light standards would also define and enhance the district. Continuation of a downtown design theme with wayfinding signs on monument-type bases and street furniture that is limited to the Downtown District would further reinforce the coherence of the district.

GATEWAYS

Gateways play the important role of announcing entrances to the city. When done effectively they convey a sense of arrival and in their form and character communicate something about the community's character. They are the first welcoming image presented to potential investors and visitors, and they instill a sense of pride and belonging to returning residents. Physically distinguishing the City of San Fernando from surrounding areas will make an impression on residents and visitors alike regarding the sense of pride and ownership with which the citizens of San Fernando regard their city.

Gateway elements should be constructed within the public right of way as follows:

1. At the city's northern boundary, use a combination of high-quality architectural prominence and landscape architecture to introduce the neighborhood character of the Maclay District. Gateway monuments and landmark architecture at the intersection of Maclay Avenue and Eighth Street should relay high-quality design and put forth an appealing pedestrian environment.

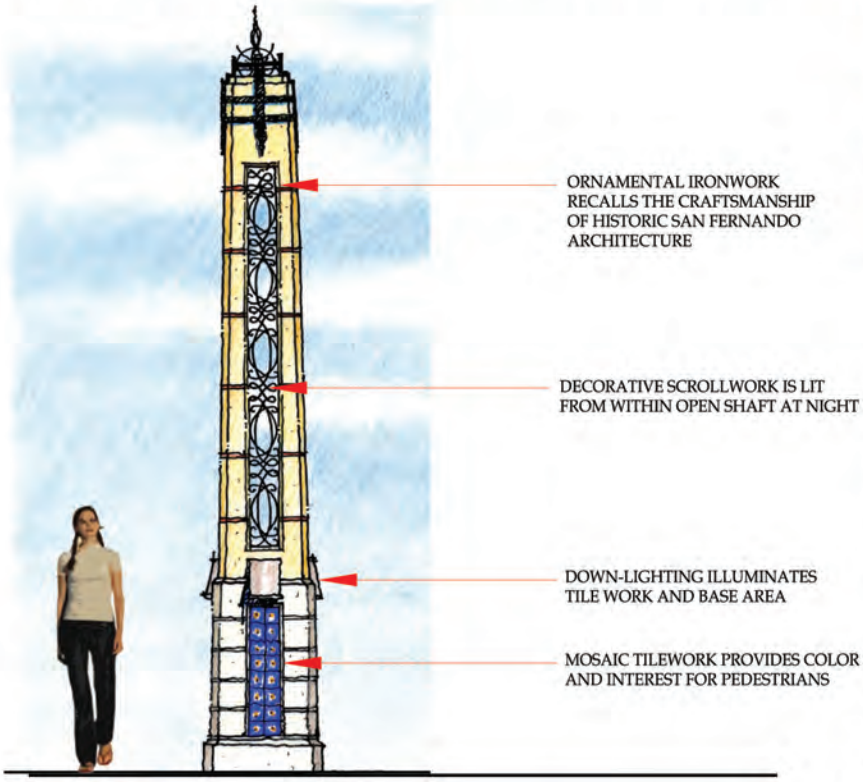
2. Define the entrance to San Fernando at its border to the west at Sylmar using large scale prominent architectural features that transmit a message of urbanity and history far in excess of what the experience of San Fernando Road west of the city boundary has to offer as shown on the graphic to the right.

   It should be noted that the gateway landmark treatment shown on page 192 is only a conceptual illustration of one such treatment for this location. The design of such a gateway landmark could easily be modified to reflect a preference by the City of San Fernando for Mission style architectural and landscape elements at this location similar to the existing gateway landmark treatment at the city's eastern boundary, as was discussed by the City Council in approving the specific plan as a whole.

3. At the city's eastern boundary with Pacoima, build upon the existing landscaped gateway and Cesar Chavez Memorial via the introduction of wayfinding signage that distinguishes the San Fernando and Truman Corridors. Signage should alert visitors to the location of the Downtown District, the San Fernando Mall, the Civic Center and Police Station, as well as other areas of interest. Consider the introduction of architectural landmark columns or other prominent features to complement the existing landscaped gateway.

CAPITAL IMPROVEMENTS - LANDMARK COLUMNS

View looking west along Truman Street towards San Fernando Mission Boulevard



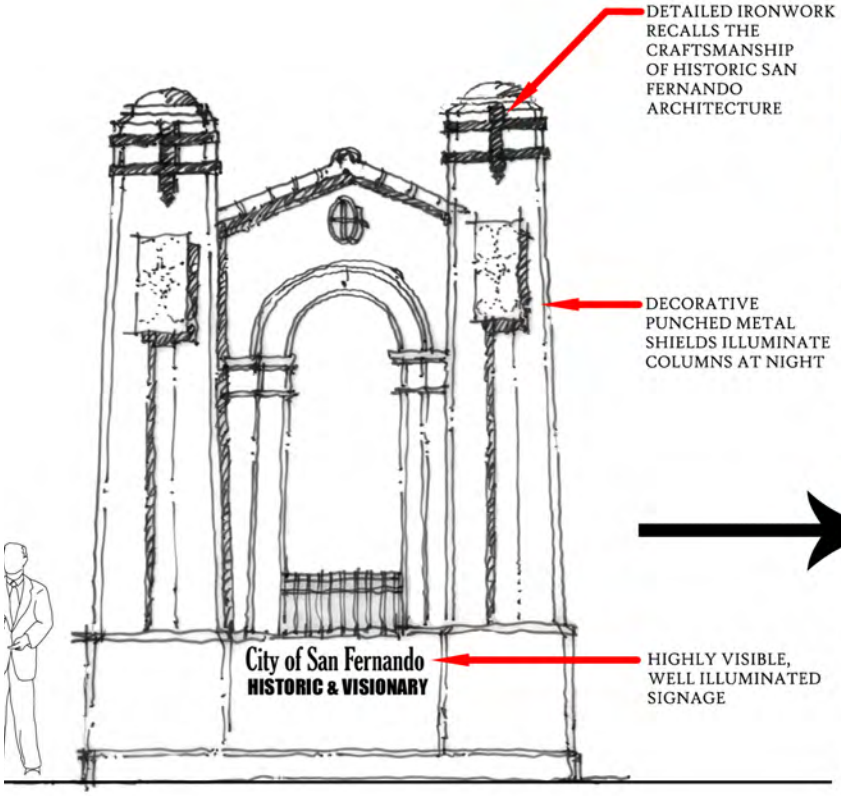
Existing view looking west along Truman Street

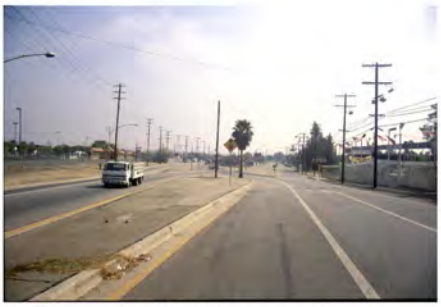
Proposed landmark locations within the downtown core

Landmark columns "stitch" together streets within the downtown core, bridging the gap between the San Fernando mall and the historic downtown and civic center.

CAPITAL IMPROVEMENTS - GATEWAY LANDMARKS

View of proposed City Gateway looking east along San Fernando Road





Existing view looking east along San Fernando Road

Location of proposed City Gateway

A strong architectural gateway provides a welcoming civic image and the overall style recalls architectural elements of historic San Fernando buildings

CHAPTER SEVEN:
CIRCULATION PLAN

The Maclay Avenue, Truman Street, and San Fernando Road corridors form the circulation framework of the community and the specific plan area. Due to both the prominence of this circulation framework and the long established zoning of the corridors exclusively for commercial land uses, development and land use along these corridors has been directed towards the automobile user for many years. This specific plan seeks to find a balance among the divergent goals related to the efficient movement of traffic and the development of a pedestrian scale character for the specific plan area.

This circulation plan section of the San Fernando Corridors Specific Plan will guide the ongoing development of the specific plan area's roadway system in a manner that will be safe, efficient and compatible with the land uses and development envisioned in this Specific Plan.

Overview of the Existing Transportation Corridors

Maclay Avenue is San Fernando's primary north-south thoroughfare, providing a connection with the Interstate 210 just north of the city boundary. Within the specific plan area, Maclay Avenue extends approximately 1.4 miles in a north-to-south orientation. This roadway has a right-of-way width of 80 feet and a curb-to-curb pavement width of 60 feet. Maclay Avenue north of Fourth Street consists of four travel lanes with on-street parallel parking generally permitted on both sides of the street. Between Fourth Street and First Street, Maclay Avenue consists of one travel lane in each direction, a center turn lane, and a combination of angled and parallel parking. Maclay Avenue is bisected at its midpoint by Glenoaks Boulevard, a major east-west arterial through the city. Other major signalized intersections include Eighth Street, Seventh Street, Fifth Street, Library Street, Fourth Street and First Street. Maclay Avenue currently carries an average of approximately 16,500 vehicle trips per day (north of Truman Street).

Truman Street and San Fernando Road are the main east-west transportation corridors through the city, parallel to each other and one block apart. These two roadways ultimately merge at the city's eastern and western boundaries. Truman Street is just over one mile in length and has a right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet. This roadway typically has four through travel lanes and a dedicated left-turn lane at major intersections. There is limited on-street parking permitted on Truman Street. The major signalized intersections along Truman Street include Hubbard Street, Workman Street, San Fernando Mission Boulevard, Maclay Avenue, Brand Boulevard and Wolfskill Street. Truman Street currently carries an average of approximately 18,000 vehicle trips per day, with most trips concentrated around Maclay Avenue. Vehicle trips tapor down to below 10,000 near Hubbard Avenue.

San Fernando Road within the specific plan area is also approximately one mile in length with a right of way width of 80 feet and a curb-to-curb pavement width of 56 feet outside of the San Fernando Mall area. Within the Mall, a pedestrian oriented retail district, San Fernando Road maintains the same public street right-of-way width (80 feet) though only two travel lanes are provided (one lane in each direction). Angled and parallel curbside parking are provided on opposite sides of the street within the Mall area. San Fernando Road currently carries an average of approximately 9,000 vehicle trips per day west of San Fernando Mission Boulevard, and approximately 5,100 vehicle trips per day east of San Fernando Mission Boulevard.

A Class I bike path parallels Truman Street San Fernando Road through the Project area.

A detailed discussion of the existing traffic conditions and the roadway infrastructure are provided in the traffic study included in the environmental assessment of this specific plan that was prepared pursuant to the California Environmental Quality Act.

A variety of public transportation opportunities are available to shoppers, employees, residents and vistors in the corridors planning area:

- Metrolink Commuter Train Antelope Valley Line offers service between Lancaster, California, and Los Angeles, California with a stop adjacent to the Project area.
- Metropolitan Transit Authority (METRO) operates several bus lines (94, 224, 230, 234, 236, 239, 292, 734, and 794) through the Project area.
- The City of Los Angeles Department of Transportation (LADOT) operates Commuter Express lines 574 which travels through the Project area on its way to Downtown Los Angeles.
- The San Fernando Trolley provides access throughout the City of San Fernando traveling in a loop with 28 stops throughout the City.
- The Mission City Transit (MCT) is a shared curb to curb community service that allows residents to schedule bus service to travel anywhere within the City.

In addition, METRO is planning a new transit line that would operate from between the Van Nuys Orange Line Metro Station and the Sylmar-San Fernando Metrolink Station. This new line could take the form of Bus Rapid Transit or Light Rail and would pass through the City of San Fernando along San Fernando Road with

a stop likely at Maclay Avenue. Metro expects this line to be complete before 2030.

The proposed roadway improvements along the Maclay and the San Fernando/Truman corridors have been designed to include new landscaping, urban furniture, and bus turnouts that provide for an enhanced personal experience for future travelers using the public transportation system within the Specific Plan area. The existing and future public transportation network enhancements will allow for a more intense and efficient use of land at increased densities. This will provide for a more walkable community with increasing demand for public transit service.

Circulation Objectives and Policies

The San Fernando Corridors Specific Plan seeks to accomplish the following objectives relating to circulation:

- To facilitate the transition of the Maclay Avenue, Truman Street, and San Fernando Road corridors so that they complement the land uses and development pattern planned for the corridors through implementation of this specific plan;
- To maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and though traffic to its destination, while accommodating future demand for circulation by all modes of transportation;
- To implement traffic calming techniques in specific areas as a means to improve traffic and pedestrian safety; and,
- To create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan in general, and that support pedestrian use and outdoor activities in particular.

To accomplish these objectives, the following policies will be considered in the on-going implementation of the Specific Plan:

- *Circulation Policy 1.* The City will implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods within and through the specific plan area.
- *Circulation Policy 2.* All future roadway and intersection improvements will consider pedestrian and traffic safety first and foremost. Modifications to the standards, regulations, and/or guidelines contained herein are permitted in those instances where safety is at issue.
- *Circulation Policy 3.* The City will implement traffic calming measures as designated in this specific plan so as to facilitate the creation of a pedestrian friendly environment throughout the specific plan area in general, and in specified pedestrian-oriented retail, mixed use and residential development areas along Maclay Avenue and San Fernando Road in particular.
- *Circulation Policy 4.* The City will encourage the movement of through traffic entering the specific plan area from the east or west to use Truman Street in moving through the plan area; and through traffic entering the specific plan area from the north on Maclay Avenue to turn at Glenoaks Boulevard and use this arterial street to connect to alternate north-south arterial routes including Hubbard Street, Paxton Street and the 118 Freeway.
- *Circulation Policy 5.* The City will continue to oversee the improvement of a circulation system within the specific plan area that is capable of adequately accommodating a reasonable increase in future traffic demands.
- *Circulation Policy 6.* The City will discourage through traffic and truck traffic for those roadway segments that are not designed to handle such traffic.
- *Circulation Policy 7.* The City will enforce weight and axle restrictions for trucks using city streets, with special emphasis accorded to portions of Maclay Avenue and San Fernando Road.
- *Circulation Policy 8.* The City will employ measures that will discourage through traffic on local streets.
- *Circulation Policy 9.* The City will ensure that there are clear rights-of-way for safe passage of pedestrians and bicyclists, particulalry along Maclay Avenue, First Street, and San Fernando Road.
- *Circulation Policy 10.* The City will provide for accessibility by the physically disabled and impaired at all pedestrian crosswalks, and will include audible pedestrian crossing signal devices along with other appropriate safety measures at signalized pedestrian crosswalks where feasible, and subject to approval of the Public Works Director.
- *Circulation Policy 11.* Any future roadway and intersection improvements undertaken by the City shall be in conformance to, and consistent with, this specific plan.
- *Circulation Policy 12.* The City will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the local transportation and circulation system.

Roadway Classifications

This circulation plan includes a roadway classification system that is used to identify the function of each roadway located in the specific plan area. The classification system provides a logical framework for the design and operation of those existing and planned roadways. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street segment. If the observed characteristic of a street changes from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards. The primary circulation system in the specific plan area serves two distinct and equally important functions:

- To provide access to individual properties within the specific plan area, and
- To accommodate the transport of people and goods into and through the specific plan area.

The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, other streets may have fewer lanes, reduced speed limits, and other traffic calming devices as a means to slow traffic and to make the streetscape more pedestrian-friendly. The roadway system within the specific plan area has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the specific plan area are also classified according to their primary function. The roadway classifications are described below and are shown in Table 6-1.

- *Major Arterial Corridor.* This roadway classification is designed to efficiently move relatively large volumes of traffic in a safe and efficient manner. This roadway classification serves both regional through-traffic and intercity traffic. This roadway classification will typically have a maximum right-of-way width of 80 feet and a curb-to-curb pavement width of 56 feet. This roadway type generally provides four through travel lanes and a dedicated left turn lane. Parallel parking may be provided on one or both sides of the street where it does not conflict with the street's function to accommodate relatively higher traffic volumes and speeds. Truman Street is a major arterial roadway.
- *Secondary Arterial Corridor.* Roadways included in this classification will typically direct traffic through the individual districts that comprise the Specific Plan area. Roadway segments included in the secondary arterial corridor will typically have a right-of-way width of 80 feet and a curb-to-curb width of 60 feet, with parallel parking on both sides of the street. A secondary arterial typically contains four travel lanes (two travel lanes in each direction). A dedicated left turn lane is provided only at the enhanced intersections. Parallel parking is generally permitted on both sides of the street. The portion of Maclay Avenue north of Glenoaks Boulevard is a secondary arterial road-way.
- *Pedestrian Oriented Corridor.* The emphasis of the pedestrian oriented corridor classification is to facilitate the development of a pedestrian-friendly streetscape. This roadway classification is designed to accommodate pedestrian use while meeting the demands for local traffic. This is accomplished through the use of various traffic-calming techniques. Roadway segments included in this classification include Maclay Avenue in the Downtown District and in the Maclay District south of Glenoaks Boulevard, as well as that portion of San Fernando Road that extends through the Mall, the Mixed Use Corridor and the Workplace Flex Sub -Districts. This roadway classification will typically have an 80 foot right-of-way width and a 60 foot curb-to-curb pavement width, with curbside retail parking, including angled parking stalls on one side of the street with parallel parking on the other side, or with angled parking on both sides of the street where warranted and possible. The pedestrian oriented corridor classification typically contains two travel lanes (one lane in each direction), a protected/permissive left turn lane at intersections, with on-street parking provided next to the curb.
- *Local Streets.* Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the city's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. All of the local streets in the specific plan area have been improved with curbs, gutters, and sidewalks. The general City of San Fernando standard for local streets right-of-way is 60 feet (with a curb-to-curb pavement width of 36 to 40 feet, having two lanes, and on-street parallel parking on both sides of the street).
- *Cul-de-Sac Streets.* This final roadway classification within the specific plan area refers to those local streets that connect with Maclay Avenue in a "T" intersection, and that may be redesigned as cul-de-sacs. The closure of these selected local streets

Table 6-1 - Roadway Classifications

	Major Arterial Corridor	Secondary Arterial Corridor	Pedesrian Oriented Corriodr	Local Streets
Travel Lanes	4 lanes	4 lanes	2 lanes	2 lanes
Protected Left Turn	Yes	At major intersections only	At all intersections	none
Parking Lanes	Some on-street parking permitted	On street parking permitted	On street parking permitted	On street parking permitted
Volumes ADT	20,000 or greater	10,000 or greater	Up to 10,000	2,000 or less
ROW Width	80 feet	80 feet	80 feet	60 feet
Pavement Width	56 feet	60 feet	60 feet	36 to 40 feet

Source: ADT refers to average daily traffic volumes. ROW refers to right-of-way

Table 6-2 - Roadway Classification Matrix

Roadway Segment	Major Arterial Corridor	Secondary Arterial Corridor	Pedestrian Oriented Corridor	Local Streets
Maclay Avenue (between 8th St. and 7th St.)		•		
Maclay Avenue (between 7th St. and Glenoaks Blvd.)		•		
Maclay Avenue (between Glenoaks Blvd. and 5th St.)			•	
Maclay Avenue (between 5th St. and 4th St.)			•	
Maclay Avenue (between 4th St. and San Fernando Rd.)			•	
Truman Street (between Hubbard Ave. and Workman St.)	•			
Truman Street (between Workman St. and S.F. Mission Blvd.)	•			
Truman Street (between S.F. Mission Blvd. and Brand Blvd.)	•			
Truman Street (between Brand Blvd. and Fox St.)	•			
San Fernando Road (between Hubbard Ave. and Huntington St.)			•	
San Fernando Road (between Huntington St. and S.F. Mission Blvd.)			•	
San Fernando Road (between S.F. Mission Blvd. and Chatsworth Dr.)			•	
San Fernando Road (between Chatsworth Dr. and Fox St.)		•		
First Street			•	

would eliminate through traffic through the adjacent residential neighborhoods, while maintaining pedestrian connections and accessibility.

The functional designation of a roadway does not necessarily indicate the prior existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand in a manner compatible with the land uses planned for the roadway corridor.

Table 6-2 indicates the functional roadway classification applicable to each primary roadway segment in the Specific Plan area. As indicated in this roadway classification matrix, that segment of Maclay Avenue north of Glenoaks Boulevard is classified as a secondary arterial corridor. The segment of Maclay Avenue located south of Glenoaks Boulevard in the Maclay District and in the Downtown District is designated as a pedestrian-oriented corridor. Truman Street, in its entirety, is designated as a major arterial corridor. Finally, San Fernando Road is designated as a pedestrian-oriented corridor within the Mall Sub-District, as well as to the west in the Mixed Use Transition Sub-District and in the Workplace Commercial Sub-District. San Fernando Road to the east of the Mall in the Auto-Commercial Sub-District is designated as a secondary arterial corridor.

The final roadway classification discussed previously applies to those local streets that connect with Maclay Avenue in "T" intersections, and that may be redesigned as cul-de-sacs. The closure of vehicular access from Maclay Avenue to these selected local streets would eliminate any Maclay Avenue traffic through the adjacent residential neighborhoods, although pedestrian connections would be retained. The elimination of the local street right-of-way segment next to Maclay Avenue would also facilitate the assembly and/or creation of larger parcels for new development at these locations. The roadway intersections included in this category are the following:

- Second Street and Maclay Avenue (west side);
- Library Street and Maclay Avenue (both east and west side);
- Defoe Street and Maclay Avenue (east side);
- Degarmo Street and Maclay Avenue (east side);
- De Haven Street and Maclay Avenue (east side); and
- Lucas Street and Maclay Avenue (east side);

Roadway Development and Improvements

This Specific Plan includes a number of proposed roadway changes, in order to calm traffic, increase biking areas, and widen sidewalks. These planned improvements will support the revitalization objectives of the Specific Plan, as is discussed in more detail in Chapter 6 (Capital Improvements) of this Specific Plan. These roadway changes include:

Maclay Avenue: Downtown District

Within the Downtown District, Maclay Avenue is classified as a pedestrian oriented corridor. As discussed in the Capital Improvements Chapter and illustrated on page 164, the streetscape improvement standards for Maclay Avenue from First Street to Fourth Street are as follows:

San Fernando Road: Mixed Use Corridor Sub-District

San Fernando Road in the City Center Sub-District and in the Mixed Use Corridor Sub-District is classified as a pedestrian oriented corridor.

San Fernando Road: Workplace Commercial Sub-District

West of Huntington Street, San Fernando Road enters the Workplace Commercial Sub-District. In this sub-district, where office and commercial uses are dominant, the street is still classified as a pedestrian oriented corridor.

Truman Street: Truman / San Fernando District

Truman Street is classified as a major arterial corridor for its entire length through San Fernando.

Truman Street: Downtown District

However, where Truman Street crosses through the Downtown District, a different streetscape treatment is called for in the vicinity of the community crossroads at the Truman Street/Maclay Avenue intersection. This special treatment is designed to integrate the Downtown District by linking the City Center Sub-District and the Mall Sub-District across the railroad tracks and the major arterial street (i.e., Truman Street) that separate them.

Intersection Classification

This Specific Plan provides for three types of intersections based on their function as well as that of the roadways that comprise the intersection. These intersection classifications include the following:

- *Arterial Intersection.* This intersection classification refers to those signalized intersections that typically carry large volumes of traffic. This intersec-

tion will typically be signalized, although exclusive left-turn lanes are not typically provided.

- *Enhanced Intersection.* This intersection classification refers to those signalized intersections that are specifically designed to accommodate larger traffic volumes. The intersection improvements typically are designed to increase the overall design capacity of the intersection. Under this classification, the intersections will have one or two dedicated left-turn lanes with a corresponding signal phasing that protects the left turn movements. These intersections may also have exclusive right-turn lanes or pockets on the approaches to the intersection.
- *Pedestrian Intersection.* This intersection classification recognizes the unique characteristics of the Specific Plan's pedestrian-oriented areas. Many of these intersections will have two through travel lanes with a single designated left turn lane. Parking is not typically permitted within 100 feet of the intersection. As a result, there is sufficient room to accommodate an exclusive right-turn lane.

Table 6-3 indicates the intersection classification for each intersection in the Specific Plan area.

Roadway Performance Standards

The Initial Study Checklist recommended by the CEQA Guidelines, as amended, is used by the City of San Fernando in its environmental review process. The issues present in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project could result in a significant environmental impact if one or more of the following occurs:

• Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including butnot limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

• Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Table 6-3 - Intersection Classification

Intersection	Arterial Intersection	Enhanced Intersection	Pedestrian Intersection
Maclay Avenue at 8th St.	•		
Maclay Avenue at 7th St.	•		
Maclay Avenue at Glenoaks Blvd.		•	
Maclay Avenue at 5th St.		•	
Maclay Avenue at 4th St.		•	
Maclay Avenue at Library St.			•
Maclay Avenue at 3rd St, (not signalized)			•
Maclay Avenue at 2nd St. (not signalized)			•
Maclay at 1st St.		•	
Maclay at Truman Street		•	
Truman Street at Hubbard Ave.		•	
Truman Street at Workman St.	•		
Truman Street at S.F. Mission Blvd.		•	
Truman Street at Brand Blvd.		•	
San Fernando Road at Hubbard Ave.		•	
San Fernando Road at Workman St.			•
San Fernando Road at S.F. Mission Blvd.			•
San Fernando Road at Brand Blvd.			•
First Street at Hubbard Ave.		•	

Table 6-4 - LOS Definitions for ICU Methodology

Level of Service		
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

For evaluating the performance of the vehicle circulation system, the City of San Fernando utilizes the Intersection Capacity Utilization method that categorizes intersection performance based on a Level of Services (LOS) measure. LOS is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. Based on Volume/Capacity (V/C) ratios, LOS categories range from nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F, as shown in Table 6-4, LOS Definitions for ICU Methodology.

In the past, the City of San Fernando has relied on standards used by the City of Los Angeles, based on a Level of Service measurement and a sliding scale of change in automobile delay (expressed as change in V/C), in order to determine if an impact is significant. However, the City of Los Angeles intends to discontinue the use of this metric in light of SB 743.3 LADOT is currently developing impact assessment methods that shift the measure from automobile delay to vehicle miles traveled (VMT).4 However, as stated previously when describing SB 743, the adoption of a VMT methodology is still in the future.

The existing San Fernando Corridors Specific Plan states that "The City of San Fernando has established a LOS 'D' as a target LOS standard". Likewise, the County has identified LOS D as adequate whereas LOS E and F are classified as poor with significant and considerable delay.5 Therefore, for the purposes of evaluating the traffic impacts of the Project, a significant impact could occur if the Project would cause or contribute to an intersection performing at an LOS of E or F.

By applying this threshold, the City is not applying the sliding scale of change in V/C that has been utilized by LADOT. The Traffic Impact Study conducted in 2016 for this Project and included as an Appendix to this EIR did apply the LADOT methodology. As a result, while this EIR uses the data and analysis of the traffic study, the conclusions regarding impacts differ.

Traffic Impacts

Proposed Roadway Changes. While making the downtown area safer for pedestrians and supporting to State's Complete Streets goals, some of these changes would affect the results of the intersection LOS analysis. The following proposed roadway changes would reduce the number of travel lanes for automobiles, thus affecting the LOS results:

- San Fernando Road north of San Fernando Mission Boulevard: reduce from two lanes in each direction to one lane in each direction.
- Maclay Avenue from Truman Street to Pico Street: reduce from two lanes in each direction to one lane in each direction

Other roadway changes proposed for the study area include reductions in travel lane width, widening sidewalks, installing hard medians, installing bicycle sharrows, and altering on-street parking configurations. These alterations will not adversely affect the capacity of the roadway system. Additionally, these roadway changes would not introduce hazardous design features or result in inadequate emergency access.

Trip Generation and Distribution. The most recent trip generation rates from Trip Generation, 9th Edition (Institute of Transportation Engineers [ITE], 2012) for Apartments, Condominiums, General Office, and Shopping Center, were utilized to develop the Project trip generation estimates. Internal capture rates were determined by utilizing the Internal Trip Capture Estimation Tool prepared by National Cooperative Highway Research Program per the methodology described in the ITE's Trip Generation Handbook, 3rd Edition (2014).

The Project has the development potential for 759 residential units, 96,307 square feet of retail space and 285,907 square feet of office space. The Project would generate a net total of 10,253 weekday trips including internal capture credits and credits for existing uses.

Intersection Performance. The addition of traffic associated with the proposed project to existing traffic volumes would not result in significant impacts. Some intersections would see a decrease in performance but none of the study intersections would experience less than an LOS of D.

CMP Analysis. The Los Angeles County Congestion Management Program (CMP) requires that traffic impact analysis (TIA) be performed for all CMP arterial-monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring Intersection. In addition, the CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location.

Based on the expected distribution of traffic, the Project would add less than 50 trips to a CMP arterial monitoring intersection and less than 150 trips to a mainline freeway during a peak hour. Therefore, no further CMP analysis is required and impacts would be less than significant.

Non-Automobile Circulation Impacts. The Project would not interfere with any existing transit routes nor conflict with any existing transit policies, plans, or programs. Based on CMP guidelines that in general 3.5% of person trips utilize transit, the Project could generate approximately 45 AM peak transit trips and 47 PM peak transit trips. The Project area is well served by transit that has the capacity to accommodate that expected number of new riders.

The Project is intended to enhance the streets within the Specific Plan area to be a more comfortable environment for pedestrians and provide more walkable connectivity among uses within San Fernando and to transit connections. The Specific Plan includes the following objectives related to transportation:

- Facilitate the transition of the Maclay Avenue, Truman Street, and San Fernando Road corridors so that they complement the land uses and development pattern planned for the corridors through implementation of this specific plan;
- Maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and though traffic to its destination, while accommodating future demand for circulation by all modes of transportation;
- Implement traffic calming techniques in specific areas as a means to improve traffic and pedestrian safety; and,
- Create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan in general, and that support pedestrian use and outdoor activities in particular.

To achieve these objectives, the Specific Plan calls for the City to implement policies that plan for a street system that is safe and efficient, facilitates the creation of a pedestrian friendly environment, and provider for accessible sidewalks and crosswalks. These objectives and policies are supportive of the California Complete Streets Act and of the Circulation Element of the City's General Plan. Based on these objectives and policies, it is expected that the Project would create safer and more inviting circulation facilities for pedestrians and bicyclists. As such, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts on non-automobile circulation would be less than significant.

Cumulative Impacts

Future traffic conditions in 2035 were projected to allow for identification of the long-term cumulative impacts of the proposed project. Table 4.10-4 Future (Year 2035) Project Peak-Hour LOS Traffic Volumes, shows projected future traffic conditions without and with the amended Specific Plan. This cumulative condition would result in significant impact at First Street at Maclay Avenue (Intersection 4), where the LOS would change in the morning peak hour from LOS D to LOS E. With the proposed roadway improvements, there would be a significant impact at San Fernando Road and Hubbard Street, where the LOS would change in the morning peak hour from LOS C to LOS E. In addition, in the future scenario,the intersection of Truman Street and Hubbard Street is expected to perform at a LOS E, a substantial decrease in performance from existing, and while the performance of the intersection is expected to substantially decrease even without the Project, the Project would make a considerable contribution to this intersection. Therefore, the Project could have significant impacts due to the cumulative decrease in performance of the intersections at First Street at Maclay Avenue, San Fernando Road and Hubbard Street, and Truman Street and Hubbard Street.

In addition to projected future traffic growth, the future cumulative transportation environment of San Fernando would be shaped by the implementation by Metro of the East Valley Transportation Corridor.

The Project has been crafted to accommodate and support future transit use within San Fernando and it would not conflict with or impede the East Valley Transportation Corridor. As such, the Project would not make an adverse contribution to cumulative impacts on transit and non-automobile travel modes.

Traffic Impact Mitigations

An estimate of the traffic level of service impacts associated with implementation over time of this specific plan is provided as part of the traffic study that was prepared in conjunction with the environmental assessment of this specific plan pursuant to the California Environmental Quality Act.

This traffic impact analysis identifies the following measures to address impacts at First Street at Maclay Avenue, San Fernando Road and Hubbard Street, and Truman Street and Hubbard Street:

- At First Street and Maclay Avenue, create an eastbound right-turn lane on First Street. This improvement may require the removal of one parking space between the commercial driveways on the south side of 1st Street west of Maclay Street. Removing the one parking space would allow for a right turn of 150 feet in length. If additional right turn storage is required, then additional parking spaces on the south side of 1st Street may need to be removed. This improvement will also fit within the existing curbs, not requiring any street widening.

- Install coordinated traffic signal systems within the Downtown District of the Specific Plan area and specifically along Maclay Avenue, Hubbard Street, Truman Street, and San Fernando Road.

With implantation of the proposed mitigation measures, all the studied intersections would operate at LOS of D or better under all scenarios evaluated. Therefore, with incorporation of the mitigation measures, impacts of the Project would be less than significant.

CHAPTER EIGHT: UTILITIES & INFRASTRUCTURE PLAN

This chapter covers the objectives of the San Fernando Corridors Specific Plan with respect to utilities infrastructure, and the general policies that will apply to new development in the specific plan area in this regard. It then provides a detailed description of existing utility infrastructure in place throughout the specific plan area, and identifies locations where improvements to this infrastructure are planned. These planned improvements are shown in the diagram on page 192.

Utility Infrastructure Objectives and General Policies

A prime objective of the San Fernando Corridors Specific Plan is to cause the revitalization of the corridors planning area by encouraging new investments in infill development, particularly on underutilized parcels. Use of the existing utility infrastructure in this already urbanized area will facilitate such investment, and new development occurring pursuant to this specific plan will be accommodated by the existing utility infrastructure. Although modifications and upgrading of existing utility facilities may be necessary in conjunction with more intensive infill development at certain locations in the planning area, it is anticipated that the cost of such improvements will be provided for through the City of San Fernando's standard "capital facilities fees" that are charged to all new development on a proportionate basis.

The following are general policies relevant to the provision of water, sewer and storm drainage infrastructure to new infill development within the Specific Plan area.

1. Financing the cost of necessary utility improvements is the responsibility of the benefited properties. New development in the specific plan area will contribute to the cost of incremental upgrading of the utility system's capacity where and when necessary through payment of the City's standard "capital facilities fees" that are charged to all new development on a proportionate basis. The cost of providing or upgrading on-site utilities to an individual property will be borne by the applicant for new development of the site, and on-site improvement costs serving more than one property will be shared proportionately by the benefiting developments based on project demand and/ or discharge.

2. Installation, operation and maintenance of utilities should not adversely affect significant natural resources. Where such impacts are unavoidable, they shall be mitigated.

3. New development should provide for the efficient use of water through the use of natural drainage where feasible, drought tolerant landscaping and recycling. Public facilities and private and common open space shall be designed and landscaped to minimize water consumption.

4. Existing cast iron water main pipes should be replaced with ductile iron pipes over time through the City's capital improvements program, so as to improve the durability and to maintain the safety of the community's potable water system as a whole.

5. Development in the specific plan area shall not result in flows of storm water that diminish the prior quality of receiving waters, nor shall such development create an overall increase in storm water flows.

Specific requirements pertaining to utility construction and landscape improvements should be considered for each individual project prior to construction.

Water Supply System

The City of San Fernando's water supplies consists of imported water from the Metropolitan Water District (MWD) and groundwater produced from the Sylmar Groundwater Basin ("Basin"). Groundwater flow in the Basin is generally from the Santa Susana Mountains and the San Gabriel Mountains in the north. The Basin is replenished naturally by percolation from precipitation and by stream flow and subsurface inflows from the Santa Susana Mountains and the San Gabriel Mountains. The total storage in the Basin is estimated to be approximately 310,000 acre-feet (AF), with a natural safe yield estimated to be approximately 6,810 acre-feet-per-year (AFY). This Basin has been adjudicated since 1984, of which the Cities of San Fernando and Los Angeles were granted equal share of the safe yield of the Basin, as determined by the Upper Los Angeles River Area (ULARA) Watermaster. The City's current allotted draw from the basin is 3,405 acre-feet per year, which represents approximately 94 percent of the City's total existing water demand.

The City maintains four active wells for groundwater extraction, which have a combined storage capacity of 8.9 million gallons. Between the years 2005 and 2009, these four wells produced an average of 3,292 AF of groundwater. The City, which became a member agency of MWD in 1971, receives imported water supplies from MWD to supplement its groundwater supplies on an as-needed basis.

Annual water use in the City between 2005 and 2009 has ranged from about 3,395 AFY to 3,575 AFY, with an average of 3,631 AFY. While the City typically is able to meet 100 percent of its demand from groundwater wells and maintain low levels of imported water purchases, projected water supply availability based on the City's adjudicated groundwater rights and preferential rights is 0.10% of MWD's annual supplies.

The City's current allotted draw from the basin is 3,405 acre-feet per year, which represents approximately 94 percent of the City's total existing water demand. Although the City's groundwater rights are fixed at 3,405 AFY, the City's overall water supply reliability is expected to remain consistent or improve slightly due to limited population growth and various conservation efforts.

Maclay Avenue Water

The existing water service line serving Maclay Avenue properties from Eighth Street to Seventh Street is an 8 inch diameter cast iron (CI) pipe which was put into service in 1975. Pursuant to Utilities Policy 4 above, it should be replaced with a new 8 inch ductile iron (DI) pipe. The existing 10 inch CI line running from Seventh Street to Fifth Street should also be replaced with a 12 inch DI pipe. The parallel 6 inch CI line running from Glenoaks Boulevard to Defoe Street should be abandoned and all services and fire hydrants should be reconnected to the newly installed 12 inch DI main line. Along Maclay Avenue from Fifth Street to First Street, there is currently no water main line installed as properties in this area are served by 8 inch DI pipes in the adjacent alleys paralleling Maclay Avenue. Based on expected future peak domestic and fire flow demands it is recommended that a new 12 inch DI main line should be installed in this area.

Truman Street Water

The existing water line serving Truman Street across the width of the city from its western to its eastern boundary is a 12 inch diameter DI pipe. It is anticipated that this existing water main will be sufficient to provide service to development pursuant to the specific plan.

San Fernando Road Water

The existing 8 inch diameter CI water line serving properties along San Fernando Road from Hubbard Street to Lazard Street is undersized for serving planned development in this part of the corridor, and should be replaced with a new 12 inch diameter DI pipe. From Lazard Street to Kalisher Street, the existing 12 inch DI line is adequate to meet the needs of development and land uses planned there. However from Kalisher Street to Wolfskill Street, the existing 8 inch CI water main should be replaced with a new 12 inch DI pipe. The existing 8 inch DI pipe that runs from Wolfskill Street to the eastern boundary of the city is adequate for the development and land uses planned for that area.

Sanitary Sewer System

Sewer lines in the City are maintained by the City's Department of Public Works, Sewer Maintenance Division. The treatment and disposal of effluent is currently provided under contract with the City of Los Angeles through the Hyperion Treatment system that includes the Hyperion Treatment Plant, the Donald C. Tillman Water Reclamation Plant (DCTWRP), and the Los Angeles-Glendale Water Reclamation Plant. The treatment capacity of the entire system is approximately 550 million gallons per day (mgd). The system currently has an average utilization of 362 mgd..

Maclay Avenue Sewer

Properties along Maclay Avenue currently receive sanitary sewer service through an assortment of 8 inch diameter vitrified clay pipes. However, from Eighth Street to Knox Street along Maclay Avenue, there is no sewer main line installed in Maclay Avenue as the adjacent properties currently receive service from sewer lines located in the alleys parallel to Maclay Avenue. Installation of a new vitrified clay pipe sewer line in this area may be required in conjunction with new infill development of the adjacent properties.

Properties along Maclay Avenue between Knox Street and Seventh Street are being served by two parallel 8 inch diameter clay pipes on the east and the west side of the street right-of-way, respectively. Properties along Maclay Avenue from Seventh Street to Lucas Street are being served on the east side of the street by an 8 inch clay pipe in the street, and on the west side by an 8 inch line that is located in the alley parallel to the west of Macaly Avenue. The area from Lucas Street to Glenoaks Boulevard is being served on the east side of the street by an 8 inch clay pipe that runs parallel to Maclay Avenue in an alley to the east, and an 8 inch clay pipe in the street that serves the west side of the street. Each of these lines is expected to adequately accommodate the proposed development and land uses in this part of the specific plan area.

From Glenoaks Boulevard to Fifth Street, properties on the east side of the street are being served by an 8 inch diameter clay pipe, and properties on the west side of the street are served by the line that runs parallel to Maclay Avenue in the alley to the west until Degarmo Street where it transitions to the street right of way

along the west side of the street. Properties from Fifth Street to First Street are served by 8 inch clay pipes located in the alleys along both sides of Maclay Avenue. No sewer main line replacements or up-grades are anticipated in order to serve expected new development and land uses in this part of the corridors planning area.

Truman Street Sewer

Properties along Truman Street from the western boundary of the city to Workman Street are served by an 8 inch diameter vitrified clay pipe that extends down the centerline of Truman Street. The area from Workman Street to San Fernando Mission Boulevard is served by two parallel 8 inch clay pipes, one on either side of the street beneath the existing sidewalks. From San Fernando Mission Boulevard to Brand Boulevard, the adjacent properties are served by a 10 inch clay pipe running through the alley between San Fernando and Truman Street. Each of these lines is expected to adequately accommodate the proposed development and land uses in this part of the Specific Plan area.

At Brand Boulevard, the main line increases in size to a 15 inch clay pipe that extends to the east until reaching Kittridge Street, where it continues east in an easement through the property located at 753 San Fernando Road. At Wolfskill Street, the 15 inch line continues south to Celis Street. No sewer main line replacements or up-grades are anticipated in order to serve new development and land uses in this part of the corridors planning area.

San Fernando Road Sewer

Properties located on the north side of San Fernando Road from the western boundary of the city to San Fernando Mission Boulevard are served by an 8 inch diameter vitrified clay pipe in Truman Street. Properties on the north side of San Fernando Road from San Fernando Mission Boulevard to the eastern boundary of the city are served by an 8 inch clay pipe that extends down the alley mid-block between Truman Street and San Fernando Road. Each of these lines is expected to adequately accommodate the proposed development and land uses in this part of the specific plan area.

Properties located on the south side of San Fernando Road from the western boundary of the city to Maclay Avenue are being served by a 15 inch diameter vitrified clay pipe in San Fernando Road. Properties on the south side of this street from Maclay Avenue to Brand Boulevard are served by an 8 inch clay pipe in the alley running mid-block between San Fernando Road and Celis Street. Properties on the south side of San Fernando Road between Brand Boulevard and the eastern boundary of the city are served from the sewer line in Celis Street. No sewer main line replacements or up-grades are anticipated in order to serve expected new development and land uses in this part of the corridors planning area.

Storm Drainage System

Land within the specific plan area is generally paved or otherwise covered with impervious surfaces. As a result, no additional storm water infrastructure is anticipated to be required to accommodate storm water runoff from new development pursuant to the specific plan. Nevertheless, new development will be required to comply with Federal Clean Water Act requirements, and to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board. The future development and land uses will also be required to comply with the City's storm water management guidelines

Maclay Avenue Storm Drains

There are no storm drain deficiencies found along Maclay Avenue between First Street and Eighth Street. Concrete gutters exist on both sides of the street for its entire length. There is a 33 inch diameter reinforced concrete pipe running south between Seventh Street and Glenoaks Boulevard with inlets at Seventh Street, Lucas Street and Glenoaks Boulevard on both sides. Storm water between Eighth Street and Glenoaks Boulevard is conveyed to Glenoaks and enters a 75 inch diameter Los Angeles County Flood Control (LACFC) trunk line that terminates at the Pacoima Wash. Storm water that accumulates on the west side of Maclay Avenue between Glenoaks Boulevard and Fourth Street enters a catch basin at Fourth Street. The remaining water between Fourth St and First Street enters a catch basin at First Street. Water on the east side between Glenoaks Blvd and First Street also enters a catch basis at First St. The water is carried to an 83 inch diameter LACFC trunk line that runs underneath First Street to the Pacoima Wash.

There is no history of localized storm drainage problems along this street. New infill development is not expected to generate significant additional amounts of storm water runoff since most surfaces are already paved or otherwise developed with impervious surfaces. Thus no storm drain system improvements are needed to serve anticipated future infill development in this part of the corridors planning area.

Truman Street Storm Drains

There are no storm drain deficiencies found along Truman Street. The street contains of a series of concrete gutters and drain inlets extending the entire street length to convey storm water to various local trunk lines. The failure of sidewalk culvert drains at the intersections of

Lazard Street, Maclay Avenue, Brand Boulevard, and Wolfskill Street would result in inconsequential street flooding which is not anticipated to threaten structures. There is a city-owed 2′ x 4′ undersized reinforced concrete storm drain pipe at the intersection of Workman Street that runs south ultimately draining to the East Canyon Channel. The failure of this pipe would prove inconsequential at Truman Street.

There is no history of localized storm drainage problems along this street. New infill development in this vicinity is not expected to generate significant additional amounts of storm water runoff since most surfaces are already paved or otherwise developed with impervious surfaces. Thus no storm drain system improvements are needed to serve anticipated future infill development in this part of the corridors planning area.

San Fernando Road Storm Drains

There are several storm drain deficiencies present along San Fernando Road. There are no gutters installed on either side of the street between San Fernando Mission Boulevard and the western boundary of the city. A two foot concrete gutter is integral in limiting the spread of water on the pavement, and should be installed in conjunction with future street improvements in this area. The failure of sidewalk culvert drains at the intersections of Huntington Street, Kalisher Street, San Fernando Mission Boulevard, Brand Boulevard, and Wolfskill Street, would result in inconsequential flooding. However, the failure of the culvert at San Fernando Road and Maclay Avenue will cause moderate to sever flooding of the downtown mall pedestrian shopping district. The finished floor elevations of many of the commercial buildings on San Fernando Road between San Fernando Mission Boulevard and Maclay Avenue are below the street's centerline elevation. .

Existing problems with storm drainage in this part of the corridor area will be corrected over time through storm drainage improvements to be required in conjunction with new infill development in this area, as necessary to minimize any property loss from flooding and to enhance community safety.

Storm Runoff Pollution Control

The majority of the planning area is currently paved and/or covered with impervious surfaces, which leads to the accumulation of debris, leaves, soils, oil, grease, chemicals, air contaminant residue and other pollutants within off-street parking lots. Since such pollutants may enter the storm drain system during periods of rainfall, future infill development will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. Given the developed character of the planning area, there will not be a significant net increase in the amount of quality of storm water runoff.

Policies related specifically to the management of storm runoff in general and pollution control in particular with respect to new development within the corridors planning area include the following:

1. Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

2. Prior to issuance of an occupancy permit, a storm water management plan utilizing best management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

3. Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the occupancy permits.

PLANNED UTILITY INFRASTRUCTURE IMPROVEMENTS

CHAPTER NINE:
IMPLEMENTATION

This chapter is an overview of recommendations for the implementation of corridor revitalization as set forth in this specific plan. The actions to be taken to attain revitalization are broadly divided into policy tools, capital improvements, and assistance programs. Within an action plan that will serve as a roadmap to revitalization, individual actions are prioritized by importance into a recommended sequence of implementation.

The action plan begins with short-term efforts over the next three years. At the end of this short-term phase, the City should review and update the long-term implementation actions that follow, giving priority to subsequent actions according to conditions on the corridors at that time.

ACTION CATEGORIES

Implementation of the San Fernando Corridors Specific Plan requires coordinated action by the City in several related but distinct areas of activity. The primary categories of intervention are:

Policy Tools

The policies and regulations of the plan are the "nuts and bolts" of the vision for corridor revitalization, especially with regard to harnessing private investment to serve as the primary engine for change. They provide the City with its strongest mechanisms to shape private investment towards the vision established by the community. The development standards contained within this plan will ensure that site configurations, uses, and intensities of developments and their resulting activity will achieve the urban design and revitalization goals for the corridors. The design guidelines will lay out the criteria for the character of architecture and site design that will fit San Fernando and will serve as a framework for design review by City staff. By providing explicit directions to investors as to "how we build here in San Fernando," they lay out a clear path towards more rapid approvals and thus give incentive to project designs built according to the community's vision.

Capital Improvements

Capital improvements set the stage for revitalization. The primary benefits behind improvement projects for streets, public open spaces, and transportation infrastructure are twofold: first, they can catalyze new private investment in a particular district by demonstrating to outside investors and residents alike that the City has a strong commitment to change. Second, they create a reconfigured neighborhood setting tailored to support the desired types of developments and give them a greater likelihood of success. Residents also benefit from the greater livability and community pride that comes from an attractive public realm. For a detailed description of the proposed capital improvements, refer to the Chapter 6, Capital Improvements.

Assistance Programs

Assistance programs aid existing and new businesses along the corridors. By providing informational, design, logistical, financial or other types of support to businesses, the City can provide incentives to private investors to fulfill aspects of specific plan recommendations. Informational assistance can be as simple as educating private investment about the possible opportunity sites along the corridor, or providing developers with a clear and simple process for approvals. It can also include assistance and education on business practices and help in getting access to government or non-governmental organization programs. Design assistance may come in the form of programs to provide storefront, signage, or window display design or educational services to existing businesses. Logistical support can include assisting the relocation of businesses to more suitable sites within the city and the recruitment of desired business types into a district from the outside. Financial assistance can take on many forms, including grants and grant application assistance, revolving loan funds, and tax increment financing.

POLICY IMPLEMENTATION

As provided for under state enabling legislation, the San Fernando City Council has adopted this Specific Plan as an ordinance of the City. This was done in conjunction with a corresponding amendment to the San Fernando General Plan, and an amendment of the City's zoning code and zoning map to reference this specific plan. This procedure ensures consistency between this specific plan and the City's general plan, and allows the land use regulations, development standards and design guidelines of this specific plan to directly govern new development within the specific plan area just as the City's zoning code does in other areas of the community.

An environmental impact assessment, as authorized by the California Environmental Quality Act (CEQA), was prepared to assess and address the potential environmental impacts of the San Fernando Corridors Specific Plan. In conjunction with the approval of a negative declaration of environmental impact, the City has also prepared a mitigation monitoring program as required by Public Resources Code Section 21081.6, to ensure compliance during project implementation. The adopted program will apply to changes made to the project or conditions of project approval in order to mitigate or avoid any significant effect on the environment.

In order to ensure that the policies contained within Chapters 4 & 5 are used most effectively, the City should take steps to ensure successful internal administration for the specific plan. The staff responsible for its administration should fully understand the document, its vision and its policies, particularly as they pertain to the review and approval of projects.

Per the City's zoning code, site plans shall continue to be reviewed by the Community Development Director or his/her authorized staff for conformity with this specific plan. Only in specific and unique cases where a proposed project could have a major impact on the public realm, will projects be subject to commission review and approval. In these instances, the site plan shall be submitted to the commission and the items in question shall be placed on the agenda. The commission may approve or disapprove with conditions on the site plan.

Action Plan

It is important to structure an implementation strategy that will start and maintain the momentum of private investment interest and garner public support. In most cases, this means achieving measurable success through short-term achievements that occur within an initial three year window. If visible measures of success are not available by this time, the momentum of the process may falter and hinder achievement of future project goals. With this in mind, it is essential to use the *Policy Tools, Capital Improvements*, and *Assistance Programs* referred to above in the order that makes the most sense for the unique conditions of the City.

This section lists the actions that should be taken to achieve revitalization in the approximate sequence that they should occur. The list is divided into two parts: short-term actions, to be completed within the first three years after adoption of the San Fernando Corridors Specific Plan, and longer-term actions, to be revisited after the first three-year window of the Plan.

Short-Term Actions

- Implement the policy tools of the specific plan. Establish staffing resources and procedures to support consistent and thorough review procedures. Clearly communicate the role of the specific plan and its development standards and guidelines to the investment community. This may be achieved through press releases, seminars, and other venues.
- Establish clear leadership and lines of responsibility for the implementation of revitalization. Revitalization strategies are by nature complex and multifaceted; challenges usually overlap departmental categories and can often lead to diffused or conflicting responses. Successful revitalization efforts inevitably have a champion at a departmental leadership level; those that do not have a low chance of success. We recommend that a staff member be assigned under such a "champion" as a full or part-time coordinator of the revitalization effort. It may be appropriate to train or recruit this person to acquire training or have the experience of a downtown coordinator, which is a position that a number of California cities have established.
- Focus committee and commission review and approval on the design standards and guidelines, in order to enable designated City staff to perform typical development review applications. Conserve committee and commission purview for special review of public and community facilities and conditional use applications.
- Set up specific financing plans for major capital improvements required to support development along the corridors. Continue to apply for grants and other funding sources for capital improvements for corridor improvements, as the City has successfully done for Maclay Avenue.
- Implement capital improvements to stimulate investment and create supportive district settings. Begin with:

  1. Streetscape improvements within the Downtown District. Priority should be given to the section of Truman Street between Mission and Brand Boulevards.

  2. Streetscape improvements along San Fernando Road. Improvements should be made first to the segment between Mission Boulevard to Huntington Street in the Mixed-Use Corridor Sub-District, followed by the section from Huntington Street to the city's western border within the Workplace Commercial District.

  3. Streetscape improvements along Truman Street from Mission Boulevard to western border along the Support Commercial Sub-District.

  4. A city gateway feature at the northwestern city boundary on Truman/San Fernando (outside the city boundary – to be negotiated with the City of Los Angeles, as was similarly done for the south-eastern boundary). Part of the design should include attractive signage or markers to assist visitors to choose between Truman Street or San Fernando Road – by indicating which city at-tractions are accessible from each road.

5. A city gateway feature at the northeastern city boundary on Maclay Avenue at or near Eighth Street.

- Identify opportunity sites for infill and development. Acquire and assemble parcels to create viable opportunity sites where possible. Market these sites to developers to incite interest in new large-scale projects, particularly housing development.
- Proactively recruit the kinds of businesses that will contribute the most to the community to the Downtown District. Use inducements such as low interest loans and grants to entice new establishments to locate within the downtown. Assist businesses to relocate to more appropriate spaces within the city.
- Work with downtown businesses and organizations like the Northeast San Fernando Valley Chamber of Commerce to encourage "after 5:00" business hours throughout the downtown. Promote "special event" evenings, in cooperation with civic events or entertainment, to initiate later operating hours on certain nights.
- Implement a signage assistance program as a grant program to existing businesses to provide incentives for rapid and highly visible improvement and change in the Downtown District. Set up the program to provide grants to pay for design, fabrication and installation of improved signage for existing businesses. Business owners/operators whose applications were approved would be consulted by a City-selected sign design/ fabrication/ installation company, to develop new sign designs from the owner/operator's input and according to the standards included in the specific plan.
- *Long-Term Actions*
- Design and implement improved public streetscape and paseo connections between the Civic Center and the City Center.
- Implement a corridor signage and way-finding pro-gram to help commuters, visitors, and residents navigate the corridors in a legible way, marking interest points and major destinations. Insure that directions to public parking facilities are well-marked.
- Look for upcoming site opportunities to create a public plaza space in the Downtown District as a gathering place for community and special events.
- Establish a program to replace existing low-performance street lights with higher quality lighting. For example, replace sodium street lighting along the San Fernando Mall with high quality warm white, pedestrian-scale lights. Long-life induction lighting is recommended for low maintenance and energy efficiency.
- Improve public parking lots serving the San Fernando Mall at Truman Street. Improve pedestrian access and area lighting for lots. Consider the pedestrian arcade concept along the backs of the shops as advocated by the 1985 Downtown Master Plan, and explore opportunities to create mid-block paseo connections from these rear parking lots to the San Fernando Mall (San Fernando Road).
- As parking demand increases, develop a parking strategy for coordination of shared parking (to maximize the efficiency of existing surface lots, whether public or private) and eventual targeting of sites for municipal structured parking.

FINANCING

Private Investment

New development on privately owned land within the specific plan area will generally be financed by developers with conventional funding from private lending institutions. The intent of the specific plan provisions operating in concert is to create strong incentives for widespread private sector investment in the corridors without recourse to the limited resources of public financial assistance. Such assistance may be available from the Redevelopment Agency of the City of San Fernando within redevelopment project area boundaries, but only in rare circumstances where such an investment of public funds for gap financing is determined to be warranted by the Redevelopment Agency, and only if future resources are available to allow such financial participation by the Agency.

However, it should be noted that other sources of regulatory and or financial assistance may also be available to development projects through existing legislation or through programs from other agencies at the regional and state level. For example, pursuant to California Government Code Section 65915, proposals for residential or mixed use development that include a sufficient number of dwelling units reserved for occupancy by low to moderate income residents may qualify for a residential density bonus above the maximum density otherwise permitted under this specific plan, among other possible regulatory concessions.

Public Investment

Public investment within the specific plan area will generally be limited to development of public improvements on publicly owned land such as the public right of way. Such improvements are described in detail in the Capi-

tal Improvements, Circulation and Utility Infrastructure Chapters of this specific plan.

It is intended that such improvements be financed through a combination of grant and revenue sources dedicated for such public improvements. For example, most of the street improvements outlined in this specific plan for Maclay Avenue in the Downtown District and in the Maclay District will be financed by federal transportation funds received through the Los Angeles County Metropolitan Transportation Authority, and by state gas tax funds for such capital improvements through the City's capital improvements program. Such a combination of dedicated funding sources will also be sought by the City for improvements per this specific plan to San Fernando Road and Truman Street in the Downtown District and in the Truman/San Fernando District. Where private development occurs on property fronting street segments in advance of such public streetscape improvements, the private development will generally be responsible for such improvements as determined through the development approval process. Within redevelopment project area boundaries, however, Redevelopment Agency assistance in financing such improvements may be possible if such an investment of public funds is determined to be warranted by the Redevelopment Agency, and if resources to provide such funding exist.

As discussed in the Utilities Infrastructure Chapter of this specific plan, incremental improvements as necessary to public utilities infrastructure, including the water supply system, the sanitary sewer system and the storm drainage system, will be provided through the City's capital improvements program. Such improvements are financed by payment of the City's standard "capital facilities fee" that is charged to all new development on a proportionate basis.

Implementation of this specific plan is not expected to have any negative fiscal impact on the City of San Fernando's general fund. Moreover, private development pursuant to the specific plan and subsequent reassessment of increased property values is expected to augment property tax revenues to the City and to the Redevelopment Agency.

CHAPTER TEN: PROJECT PARTICIPANTS

PROJECT PARTICPANTS

CITY OF SAN FERNANDO

City Council
Mayor Joel Fajardo
Vice Mayor Sylvia Ballin
Councilmember Antonio Lopez
Councilmember Robert C. Gonzalez
Councilmember Jaime Soto

Planning Commission
Chair Theale E. Haupt
Vice-Chair Alvin Durham, Jr.
Commissioner Kevin Beaulieu
Commissioner David Bernal
Commissioner Yvonne G. Mejia

Staff
Brian Saeki, City Manager
Chris Marcarello, Deputy City Manager/Public Works Director
Fred Ramirez, Community Development Director
Roberto Alvarez, Community Development Code Enforcement Officer
Michelle De Santiago, Community Development Department Secretary
Francisco Villalva, Community Development, Building and Safety Supervisor

Rick Olivarez, City Attorney
Nick Kimball, Finance Director
Manuel Fabian, Public Works, Civil Engineering Assistant II
Patsy Orozco, Public Works, Civil Engineering Assistant II
Tony Salazar, Public Works Superintendent
Anthony Vario, Chief of Police

DEVELOPMENT ADVISORY COMMITTEE

Severyn Aszkenazy
Jesse Avila
Phillip Ballin
Gilbert Berriozabal,
Patty Colarossi
Alvin Durham
Adrian Flores
Eric Guefen, Theale Haupt,
Antonio Lopez
Tom Ross
Jaime Soto

COMMUNITY WORKSHOP PARTICIPANTS

CONSULTANT TEAM

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David Sargent, Principal
Juan Gomez-Novy, Senior Project Manager
Peter VanderWal, Senior Urban Designer
Yuan Liu, Urban Designer

Raimi + Associates – Planning Policy
Matt Raimi, Principal
Troy Reinhalter, Intermediate Planner/Designer

MR+E – Economics Consulting
David Bergman, Principal

Nelson\Nygaard - Transportation Planning
Patrick Siegman, Principal

Meridian Consultants - Environmental Impact Report
Tony Locacciato, Partner
Roland Ok, Project Manager

Gibson Transportation Consulting - Traffic Transportation
Pat Gibson, President
Richard Gibson, Associate