San Fernando CORRIDORS SPECIFIC PLAN Amendment
August 28, 2017 | Las Palmas Park
Adoption of Original Specific Plan: January 2005
Metro Awards City of San Fernando TOD Grant: February 2013
Sargent Town Planning Hired: May 2014
Analysis, Discovery, and Initial Public Outreach: August 2014 – January 2015
Specific Plan Amendment Preparation: January 2015 – June 2015
Additional Public Outreach: June 2015 – October 2015
Specific Plan Preparation Continues: November 2015 – January 2016; August 2017
Environmental Review: June 2017 – October 2017
Public Hearings & Plan Adoption: November – December 2017
OUTREACH PROCESS TO DATE

Stakeholder Interviews
- September – October 2014
- September 2015

Development Advisory Committee Meetings
- September 30, 2014
- November 12, 2014
- January 14, 2015
- June 17, 2015

Community Workshops
- November 19, 2014
- January 21, 2015

Planning and Preservation Commission meetings
- August 4, 2015
- October 6, 2015
Area to be updated as part of T.O.D. Zoning grant from Metro
SPECIFIC PLAN BOUNDARY ADJUSTMENT

- Expanded area as part of 2013 T.O.D. Zoning RFP
- Further expansion to better protect neighbourhood scale/character
- Workplace and Mixed-Use Zones on 1st
- Neighborhood protection zone south of 2nd
OVERVIEW OF CHANGES

REVISIONS AND REFINEMENTS BASED ON COMMUNITY INPUT

Strategy #1: **Reduce the proposed scale and intensity** of development to better reflect San Fernando’s historic small town character.

Strategy #2: **Employ place-making strategies** on San Fernando, MacClay and Truman – along with updated zoning and design guidelines – to reinvigorate the existing retail core with more restaurant/entertainment type uses, and to better connect it to MacClay north of the tracks.

Strategy #3: Use place-making strategies to improve the pedestrian safety, comfort and visual character of downtown’s streetscapes, to transform Truman from an old highway to a downtown Avenue, and thereby **attracting the good quality infill development** you want, rather than that strip commercial and affordable housing that are generally built along arterial thoroughfares.

Strategy #4: Update zoning and guidelines to **emphasize employment uses, small commercial, and market rate housing** in the Mixed-Use Corridor/Workplace Neighborhood between the Downtown Core and Hubbard.

Strategy #5: **Attract tech companies and other job creators** to the area nearer Metrolink and Hubbard by “sandwiching” the area between Metrolink and the revived Downtown Core with the new East SF Valley Transit coming soon to further invigorate both.
LOCATION OF HOUSING: 2005 SPECIFIC PLAN

Within 2005 Specific Plan Area
Within San Fernando Zoning Area
LOCATION OF HOUSING: 2005 SPECIFIC PLAN

Within 2005 Specific Plan Area
Within San Fernando Zoning Area
Within 2005 Specific Plan Area
Within San Fernando Zoning Area

Proposed Corridors Specific Plan
- 2017 Specific Plan Boundary
- City Center Sub-District
- Mixed-Use Corridor Sub-District
- Workplace Flex District
- General Neighborhood District
- Maclay District
- Auto Commercial Sub-District
- Shopfront Overlay
- Reduced Height Overlay
- Mixed-Use Overlay
Within 2005 Specific Plan Area
Within San Fernando Zoning Area
- Require CUP for all multi-family residential buildings.
ESSENTIAL CHARACTER: CITY CENTER SUB-DISTRICT
<table>
<thead>
<tr>
<th></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
</tr>
</thead>
</table>
| **Residential Land Use** | • Permitted by right  
  • Only allowed on upper floors                                                | • Permitted subject to CUP, and only within Mixed-Use Overlay area  
  • Allowed only on upper floors |
| **Height**             | • 4 floors / 50 ft.                                                          | • 3 floors / 40 ft.                                                                          
  • 4 floors / 50 ft. within Mixed-Use Overlay only |
| **Floor Area Ratio**   | • 3.0 FAR max.  
  • 3.5 FAR max. for mixed-use development                                         | • 3.0 FAR max.  
  • 3.5 FAR max. for mixed-use development within Mixed-Use Overlay |
| **Residential Density**| • No density limit. Amount of development limited only by FAR and parking     | • Up to 50 du/acre maximum, within Mixed-Use Overlay only |
| **Front Setback**      | • 0 - 15 ft.                                                                 | • 0 - 15 ft.                                                                 |
| **Parking**            | • San Fernando Rd. and Maclay Ave: Behind buildings, subterranean, or screened by liner  
  • Other streets: 5 ft. from front property line.                              | • San Fernando Rd. and Maclay Ave: Behind buildings, subterranean, or screened by liner  
  • Other streets: 5 ft. from front property line.                             |
ESSENTIAL CHARACTER: CITY CENTER SUB-DISTRICT

2016 Draft

Now Proposed
EXISTING

- One lane each direction.
- Angled parking one side and parallel parking or loading other side.
PROPOSED

- One lane each direction.
- Angled parking both sides.
- Promotes shopper-friendly downtown environment.
- Provides more on-street parking in front of stores.
- Functions with existing roadway width and can also function with wider south sidewalk.
- Existing *ficus* trees replaced with more attractive and open tree type.
EXISTING

- Two lanes each direction.
- Parking on both sides.
PROPOSED

Two travel lanes each direction.

- 10’ wide lane striping helps slow traffic.
- Left and right turn lanes provided at MacClay Avenue and Hubbard Avenue; left turn lane provided at San Fernando Mission Boulevard.
- Parallel parking both sides of street (except at intersections to accommodate right-turn lanes).
- Existing *ficus* trees replaced with more attractive and open tree type.
ESSENTIAL CHARACTER: MIXED-USE CORRIDOR SUB-DISTRICT
## DEVELOPMENT REGULATIONS: MIXED-USE CORRIDOR SUB-DISTRICT

<table>
<thead>
<tr>
<th></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Land Use</strong></td>
<td>• Permitted by right between Huntington and San Fernando Mission.</td>
<td>• Permitted <a href="#">subject to CUP</a></td>
</tr>
<tr>
<td></td>
<td>• Not allowed between Huntington and Hubbard.</td>
<td></td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>• 3 floors / 40 ft.</td>
<td>• 3 floors / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>• 4 floors / 50 ft. when residential provided as part of mixed-use project</td>
<td></td>
</tr>
<tr>
<td><strong>Floor Area Ratio</strong></td>
<td>• 2.0 FAR max.</td>
<td>• 2.0 FAR max.</td>
</tr>
<tr>
<td></td>
<td>• 2.5 FAR max. for mixed-use development</td>
<td>• 2.5 FAR max. for mixed-use development</td>
</tr>
<tr>
<td><strong>Residential Density</strong></td>
<td>• Up to 45 dwellings per acre</td>
<td>• Up to 36 dwellings per acre</td>
</tr>
<tr>
<td><strong>Front Setback</strong></td>
<td>• 0 - 15 ft.</td>
<td>• 0 - 15 ft.</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>• 6 ft. behind front property line.</td>
<td>• <a href="#">San Fernando Rd.</a>: Behind buildings, subterranean, or screened by liner</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <a href="#">Other streets</a>: Screened from view of street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access from streets other than San Fernando Rd.</td>
</tr>
</tbody>
</table>
ESSENTIAL CHARACTER: MIXED-USE CORRIDOR SUB-DISTRICT

2016 Draft

Now Proposed
EXISTING

- Two lanes each direction.
- Parallel parking both sides.
PROJECT OBJECTIVES

PROPOSED

- One lane each direction with center turn lane and/or landscaped median.
- Parallel parking both sides.
- Functions with existing roadway width and can also function with wider south sidewalk.
- Existing *ficus* trees replaced with appropriate street tree species.
ESSENTIAL CHARACTER: WORKPLACE FLEX DISTRICT

SAN FERNANDO T.O.D. OVERLAY ZONES
## DEVELOPMENT REGULATIONS: WORKPLACE FLEX DISTRICT

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Land Use</strong></td>
<td>• Not permitted.</td>
<td>• Only Live/Work permitted, subject to CUP.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>• North of tracks: 45 ft</td>
<td>• North of tracks: 3 floors / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>• South of tracks: 3 floors / 40 ft.</td>
<td>• South of tracks: 3 floors / 40 ft.</td>
</tr>
<tr>
<td><strong>Floor Area Ratio</strong></td>
<td>• 2.0 FAR max.</td>
<td>• 2.0 FAR max.</td>
</tr>
<tr>
<td></td>
<td>• 2.5 FAR max. for mixed-use development</td>
<td>• 2.5 FAR max. for mixed-use development</td>
</tr>
<tr>
<td><strong>Residential Density</strong></td>
<td>• n/a</td>
<td>• Up to 18 dwellings per acre</td>
</tr>
<tr>
<td><strong>Front Setback</strong></td>
<td>• 6 - 15 ft.</td>
<td>• 6 - 15 ft.</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>• 6 ft. behind front property line.</td>
<td>• Behind or next to buildings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Screened from view of street</td>
</tr>
</tbody>
</table>
EXISTING

- One lane each direction.
- Parallel parking both sides.
STREETSCAPE CHARACTER: FIRST STREET

PROPOSED

- One lane each direction.
- Parallel parking both sides.
- Accommodates bicycles via sharrow.
- Set-back buildings result in a wider sidewalk.
- Live-work buildings accommodated.
- Replace any existing *ficus* trees with appropriate street tree species along entire length of First Street.
ESSENTIAL CHARACTER: GENERAL NEIGHBORHOOD DISTRICT
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Permitted by right</td>
<td>• Permitted subject to CUP.</td>
</tr>
<tr>
<td>Height</td>
<td>• 45 ft</td>
<td>• 45 ft. (4 floors); 2.5 floor height limit along Second Street</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>• n/a</td>
<td>• n/a</td>
</tr>
<tr>
<td>Residential Density</td>
<td>• Up to 43 dwellings per acre</td>
<td>• Up to 43 dwellings per acre</td>
</tr>
<tr>
<td>Front Setback</td>
<td>• 20 ft. front setback</td>
<td>• 20 ft. front setback</td>
</tr>
<tr>
<td>Parking</td>
<td>• 20 ft. behind front property line</td>
<td>• Behind building;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access from alley, side streets, or narrow driveway</td>
</tr>
</tbody>
</table>
ESSENTIAL CHARACTER: GENERAL NEIGHBORHOOD DISTRICT

Current Zoning

Now Proposed along Front of Lot
NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)
NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)

Four-story building allowed per current R-3 zoning.
NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)

Three-story building.
Two-story building.
HOUSE-FORM, NEIGHBORHOOD-SCALE MASSING
Building Massing and Scale. Building siting and orientation; horizontal mass for commercial and for residential buildings; base treatment; corner buildings; main entrance; accessory buildings and additions; loading and service entrances; parking podiums.

CEQA Review of Proposed Amendment to San Fernando Corridors Specific Plan

Public Meeting #1
August 28, 2017
Las Palmas Park
AGENDA

1. Purpose
2. Project
3. Process
4. Contents of EIR
5. Conclusions of EIR
6. Next Steps
### PURPOSES

**Purpose of California Environmental Quality Act (CEQA)**
- Avoid or Reduce Adverse Environmental Effects
- Promote Informed Decisions
- Increase The Public’s Understanding and Participation in Decisions
- Promote Coordination Between Government Agencies

**Purpose of Environmental Impact Report (EIR)**
- An informational document
- Shall be considered by every public agency prior to its approval or disapproval of a project.
- Provide public agencies and the public in general with detailed information about effect of a project
- List ways in which the significant effects might be minimized
- Indicate alternatives to project
Definition of “Project” [defined in Public Resource Code §21065]:

“Project” means an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

(a) An activity directly undertaken by any public agency.
(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Specific Plan [defined by Governor’s Office of Planning and Research]:

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.
PROPOSED SPECIFIC PLAN AMENDMENT

- Existing Specific Plan Adopted in 2005
- Proposed Amended Plan would
  - Alter plan boundaries
  - Establish new development policies
  - Create new design standards
  - Describe streetscape improvements
  - Change approval process
- Plan would allow for future development
City prepares Initial Study

City circulates Notice of Preparation

City prepares Draft EIR

City files Notice of Completion

Public Review Period (45-day minimum)

City prepares Final EIR, including responses to comments

City makes decision on the project

City solicits input on contents of EIR scope

City solicits comments on Draft EIR
CONTENTS OF EIR

1. Project Description
2. Description of Existing Conditions
3. Discussion of Potential Environmental Impacts
4. Identification of Mitigation Measures
5. Analysis of Project Alternatives
Aesthetics
- Project would result in indirect changes to visual character
- Intend of Project is to improve design characteristics of downtown San Fernando

Air Quality
- Construction, traffic and other ongoing activities would produce air emissions

Cultural Resources
- City contains historic buildings
- Potential for subsurface historic, prehistoric, paleontological, and tribal cultural resources

Greenhouse Gas Emissions
- Construction, traffic and other ongoing activities would emit greenhouse gases
- State has adopted targets for future levels of greenhouse gases

Land Use Planning
- Consistency with local and regional planning documents
ISSUES EVALUATED IN THE EIR (2)

- **Noise**
  - Construction, traffic, and other ongoing activities would generate noise
  - Due to existing residents close to potential construction sites, impacts could occur

- **Population & Housing**
  - Future development would increase population and housing
  - SCGA projects population of City would increase to 26,900 by 2040
  - Project would allow for development that could house 27,356 if all parcels built upon
  - This could accommodate expected growth with small extra capacity

- **Public Services & Recreation**
  - Future development would increase demands on Fire, Police, Schools, Libraries and Parks

- **Transportation & Circulation**
  - Changes in roadways and future growth could impact automobile transportation
  - Project would also improve pedestrian experience and transit connections
Utilities

- Future development could increase water demand, wastewater, solid waste, and energy demand.

Water Supply Assessment (WSA) Results

- City recently prepared and adopted a new Urban Water Management Plan that outlined expected future water supply and demand through 2040.
- WSA prepared for Project in coordination with Department of Public Works.
- WSA concluded that sufficient water supplies exist to support the Project.

Sewer Master Plan

- The City of San Fernando prepared a Sewer Master Plan in 2014.
- Deficiencies in the collection lines were identified.
- Specific Plan Amendment would not result in additional or exacerbated deficiencies.
- Sewer Master recommended Plan Capital Improvement to address deficiencies.
ALTERNATIVES

- **Alternative 1: No Project**
  - Specific Plan not amended; future developments occur per the 2005 Corridors Specific Plan.
  - Development potential: 620 housing units; 122,139 sq.ft. retail; 605,936 sq.ft. office

- **Alternative 2: No Housing in City Center**
  - Same development potential as Project, residential uses distributed differently

- **Alternative 3: Housing in General Neighborhood District Only**
  - Remove residential development potential from all portions of the Specific Plan area except in the General Neighborhood District.
  - Development potential: 112 housing units; 199,630 sq.ft. retail; 829,584 sq.ft. office

- **Alternative 4: Reduced Residential Density**
  - Reduction in density
  - Development potential: 575 housing units; 96,307 sq.ft. retail; 285,907 sq.ft.
  - Would contain 575 residential units; 96,307 sq. ft. of retail and 285,907 sq. ft. of office
EIR CONCLUSIONS

- **CULTURAL RESOURCES and TRIBAL CULTURAL RESOURCES**
  - Future Construction in San Fernando could unearth subsurface resources
    - Mitigation Measure requires monitoring plan to identify, protect, and preserve

- **NOISE**
  - Future Construction in San Fernando could disturb existing residents
    - Mitigation Measure requires procedures to attenuate noise during construction

- **TRANSPORTATION/TRAFFIC**
  - Future growth could result in low level of performance at a few intersections
    - Mitigation Measure requires an eastbound right-turn lane on First Street at Maclay
    - Mitigation Measure requires installation of coordinated traffic signal systems

- **ALTERNATIVES**
  - Alternatives would not avoid construction related impacts
  - Alternative traffic would be different, though significant impacts would not be fully avoided
WHAT’S NEXT

- **Review of the Draft EIR**
  - Comment period extends until September 25
  - Second public meeting Friday, September 15 at Recreation Park

- **Preparation of Final EIR**
  - After comment period closes, City will collect and review all comments, prepare responses and make revisions to the EIR or the Project, if necessary

- **Planning Board and City Council consideration of project**
  - Final EIR and Project are expected to be presented for consideration toward end of year.
QUESTIONS?
FOR EACH OF THE SPECIFIC PLAN DISTRICTS AND SUB-DISTRICTS DESCRIBED ABOVE:

- Do you think the type of physical environment we are suggesting will help to attract the type of infill development the community would like to see?

- Do you think the general range and character of streetscape improvements we have described will support pedestrian safety, comfort, and easy access to transit?

- Do you think these improvements will help encourage more people to come Downtown more often and spend more time?

- Do any of the buildings or land uses we have shown seem out of place for San Fernando?