SAN FERNANDO CORRIDORS SPECIFIC PLAN (SP-5)

ADOPTED
DECEMBER 20, 2017

THE CITY OF SAN FERNANDO

Metro

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CHAPTER ONE:
ORIENTATION

Community Workshop comments.

The Community Workshop process.

Part of the history of San Fernando.

The City of San Fernando is moving forward with a community-based vision for economic development and 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. The original San Fernando Corridors Specific Plan was adopted in January, 2015 as SP-4. Since then, the voters of Los Angeles County approved Measure M, which provides the necessary funding for the planned transit improvements of the East San Fernando Valley Transit Corridor project, which traverses San Fernando's downtown area, terminating at the Sylmar/San Fernando Metrolink Station. The current proposed San Fernando Corridors Specific Plan (SP-5) will establish strategies that recognize Metro's public transportation project, projected to start in 2019, and to update the current SP-4 policies and strategies. As such, this Specific Plan, SP-5, will replace SP-4, in its entirety.

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.

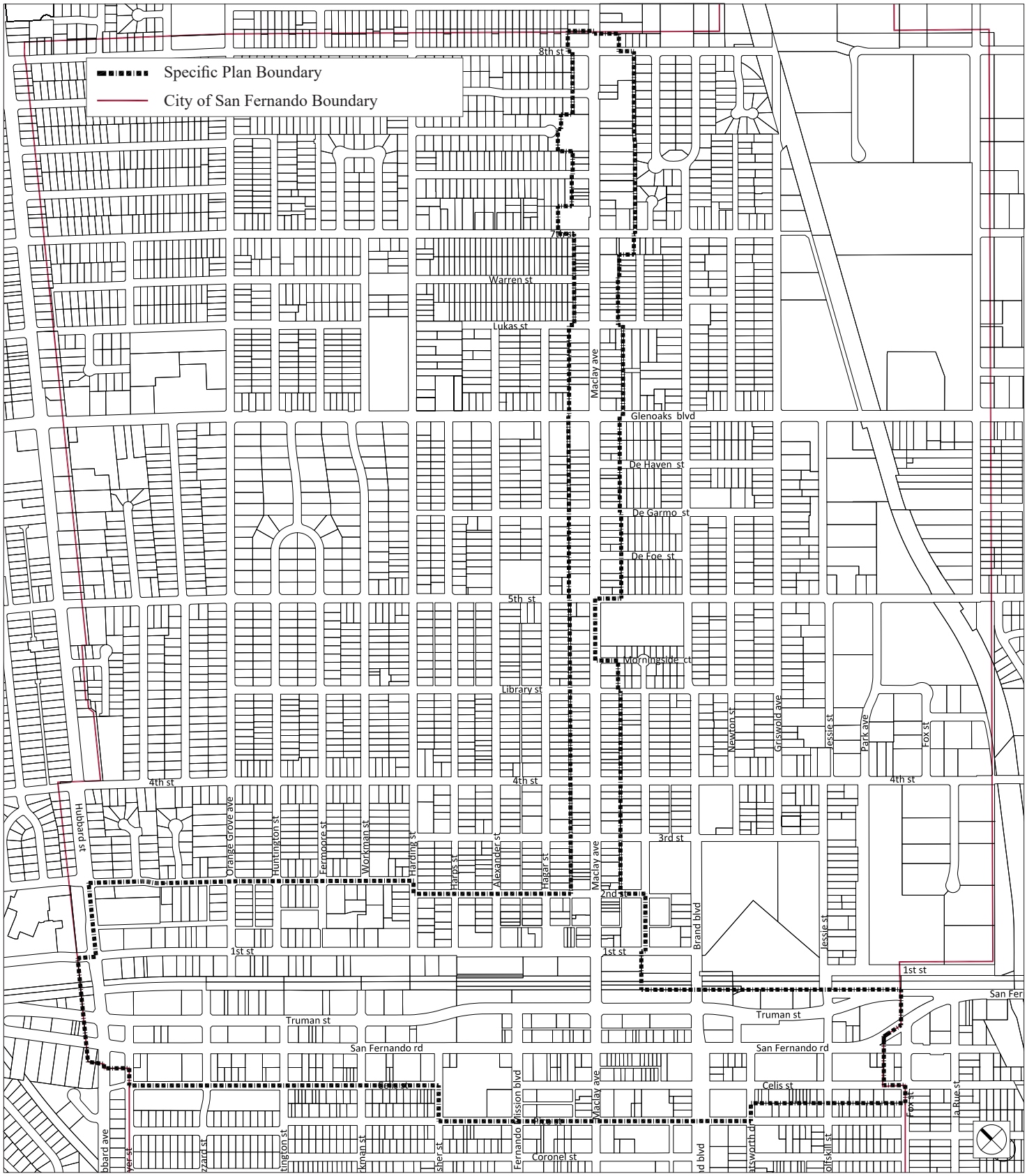
SPECIFIC PLAN AREA DEFINITION

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 (see Figure 1.1). 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 First Street public right-of-way and properties located along the south side of First Street between Hubbard Avenue and Macneil Street; the properties bounded by First Street and Second Street between Hubbard Avenue and Macneil Street; the entire Maclay Avenue public right-of-way and all fronting properties between San Fernando Road to Eighth Street at the City's northern boundary with Sylmar; and the properties located along the north side of Pico Street between Kalisher Street and Chatsworth Drive.

PLAN PURPOSE

The purpose of the San Fernando Corridors Specific Plan is to transform Truman Street, San Fernando Road, Maclay Avenue, and First Street into attractive, livable, and economically vibrant districts. These corridors provide a framework for movement and activity in the community and will accommodate Metro's East San Fernando Valley Transit Corridor enhanced transit improvements – either Bus Rapid Transit (BRT) along Truman Street, Modern

FIGURE 1.1 - SPECIFIC PLAN PROJECT LIMITS



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.

PLAN INTENT

Maclay Avenue, Truman Street and San Fernando Road are the primary arteries that transverse the City of San Fernando and connect it to its surroundings. As gateways to the city, these streets convey an initial impression of San Fernando to entering visitors. However, these corridors, have suffered for many decades from a lack of new private investment and consequently present a less than attractive image of the community to visitors, residents, and prospective investors. The City of San Fernando and its residents would like to reverse this trend of disinvestment, and transform these highly visible and undervalued portions of the city into vibrant and attractive places.

A key part of this strategy is leveraging San Fernando's many assets, including its convenient location near three major highways (Interstate 5, Interstate 210, and State Highway 118); its convenient access to transit; its many significant historic resources, including several sites listed or potentially eligible for listing on the National Register of Historic Places; its picturesque, pre-World War II residential neighborhoods; its distinctive "main-street" shopping district, the San Fernando Mall; its reviving Maclay Street, an outcome of the previous San Fernando Corridors Specific Plan's (SP-4) policies; the job-creating opportunities offered by the industrial businesses along First Street; and most important of all, its identity as a unique small city that stands out from surrounding areas in the great metropolis that is Los Angeles.

In addition, supporting Metro's new East San Fernando Valley Transit Corridor, as well as introducing residential and office uses within walking and biking distance of the Metrolink Station and Metro's proposed BRT, Tram, or Light Rail stops, will help transform San Fernando into an active, vibrant, pedestrian-friendly, mixed-use place.

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

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

A Light Rail could potentially be within the railroad right-of-way with stops at Maclay Avenue and at the Metrolink Station.

Finally, as discussed in the previous San Fernando Corridors Specific Plan (SP-4), one of the identified barriers to investment and revitalization along the corridors was the large amount of land devoted to retail and commercial uses. One approach to turning this trend around, as endorsed by the Urban Land Institute (ULI, "Ten Principles for Reinventing America's Suburban Strips, 2001), is to reduce the amount of retail-zoned land along the corridor or to permit additional uses within those zones. By reducing the amount of land currently over-zoned for retail and commercial uses, or by increasing the number of allowed uses, this approach frees-up marginal and underutilized land for strongly sought-after forms of new investment such as housing, office, research and development (R&D), and incubator space.

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 key component of revitalized downtowns and town centers. Cities are recognizing that a reduction 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.

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 districts. 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

The decline of the commercial strip.

The Truman Road corridor.

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

Maclay Avenue between First and Fourth Streets.

Modern Streetcar (Tram) on San Fernando Road. Metro is also considering introducing Light Rail Transit (LRT) within the existing rail right-of-way, in lieu of the BRT or Tram alternatives. 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. These distinct districts, as shown in Figure 1.2, are: the Downtown District, the Mixed-Use Corridor District, the Auto Commercial District, the Workplace Flex District, and the General Neighborhood District.

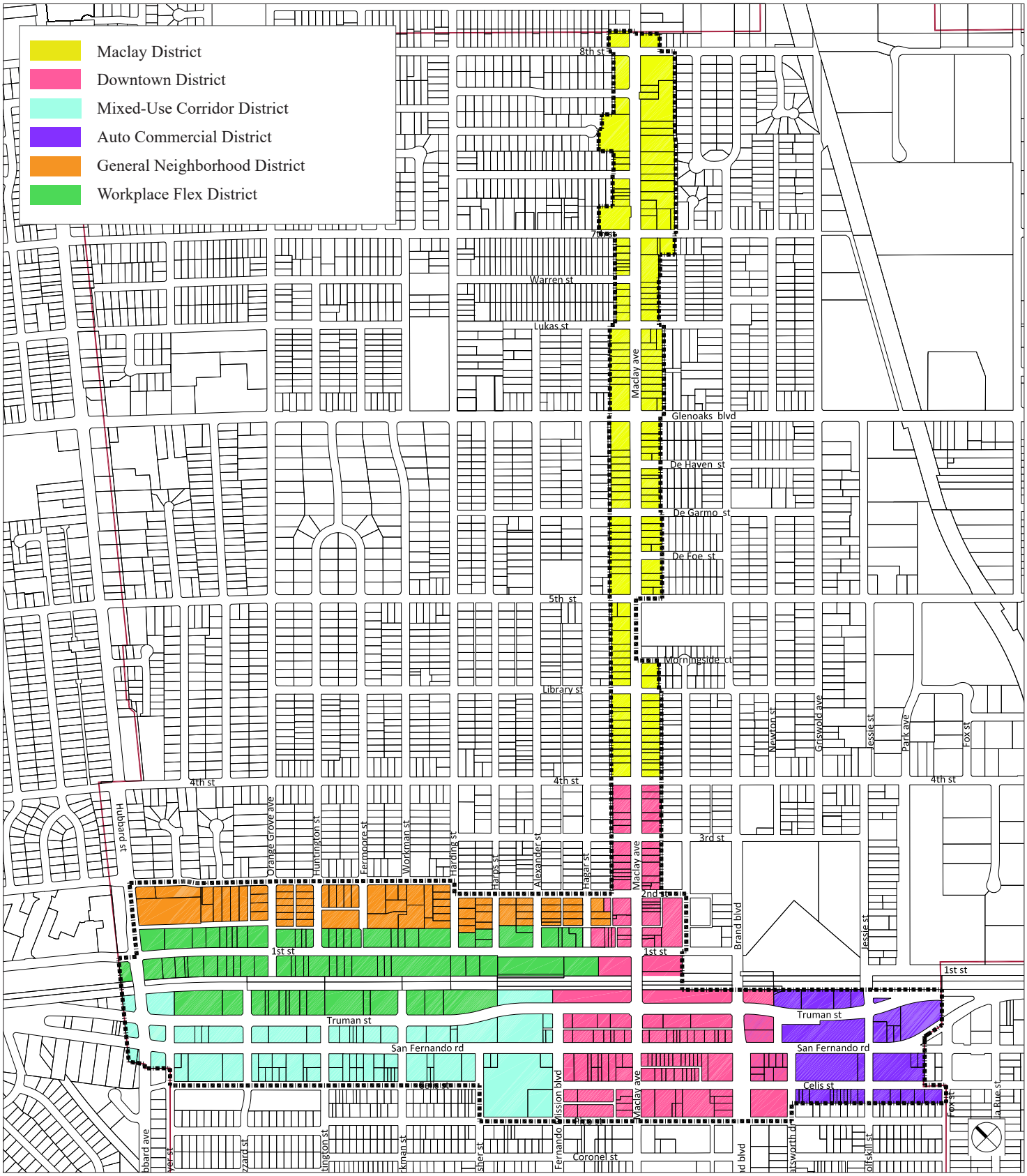
The Downtown District

The Downtown District is the city's functional center and 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 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 cafés 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 will 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.

Mixed-Use Corridor District

To the west of the Downtown, the disparate development fronting and adjacent to Truman Street and San Fernando Road will be transformed into a cohesive, walkable urban fabric that connects Downtown 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

FIGURE 1.2 - SPECIFIC PLAN DISTRICTS



development along and to the south of Celis Street, and the mixed-use areas to the north.

Auto Commercial District

The area to the east of the Downtown is devoted to the expansion of auto dealerships, increasing the city's position as a center for new car sales. This area will also allow office, retail, and service uses.

Streetscape improvements along Truman Street within the above three districts 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. 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.

The Maclay District

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

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.

Eighth Street at the city's boundary, a new city gateway monument welcomes visitors and residents to San Fernando.

Workforce Flex District

First Street and the north side of Truman Street between Meyer Street and Kalisher Street will fulfill the community's desire to continue to accommodate industrial, warehouse, and distribution uses within the Specific Plan area. Existing industrial uses will continue to do business and new, well-designed infill buildings will accommodate new business and enhance the character of First Street.

Street improvements, including new shade trees, wider sidewalks enabled by building setbacks, and a 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

The General Neighborhood District accommodates multi-family housing near Downtown and the Metrolink Station and to ensure that new housing along the south side of Second Street provides a suitable transition to the low-rise, single-family residential neighborhoods across the street to the north. New multi-family buildings facing the south side of Second Street will have two-story volumes at the front of the lot with massing that is in character with the single-family houses across the street. Higher massing – up to four stories – is allowed at the center and rear of the lot.

THE PLANNING PROCESS

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 by employing roadway design that tames 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 a sense of uniqueness, pride and community spirit that differentiates San Fernando from other nearby communities.

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

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

In February 2013, the Los Angeles County Metropolitan Transportation Agency (Metro) Board awarded the City of San Fernando a grant to amend the Corridors Specific Plan 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 Specific Plan update, and to amend the General Plan and Zoning Ordinance to ensure the proposed updated Specific Plan regulations, the Zoning Ordinance, 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 Council members, 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 four 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.

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.

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.

During the 45-day EIR public review period, the third and fourth community workshops were held on August 28, 2017 and on September 15, 2017.

The formal adoption process began on November 17, 2017 with the review of the Specific Plan and the associated Environmental Impact Report and General Plan amendments by the Planning & Preservation Commission, followed by review by the City Council during three meetings and adoption on December 20, 2017.

Community Workshop participation.

Community Workshop participation.

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.

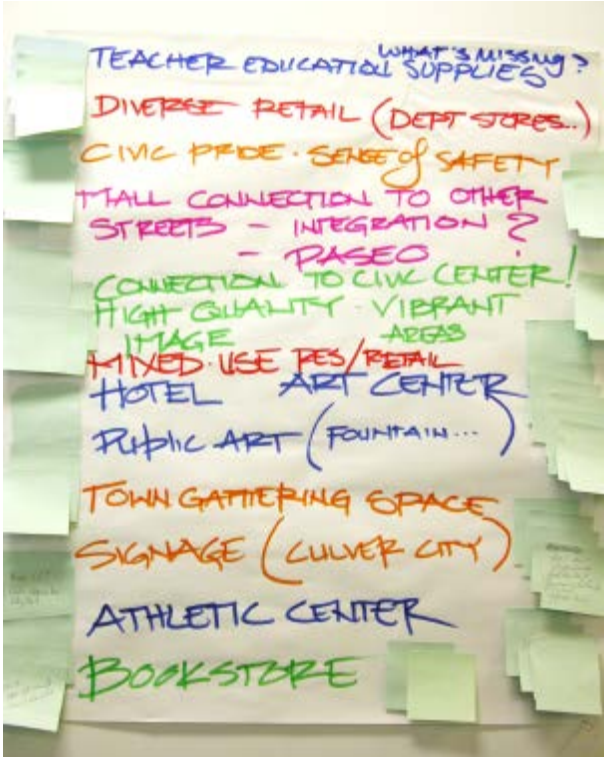
For example, as is discussed in detail throughout the specific plan, it provides for the clustering of commercial, higher density residential, and mixed-use development within the specific plan area in a manner that:

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.).



Community Workshop comments.

Community Workshop participation.

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.

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 former San Fernando Corridors Specific Plan (SP-4) and 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:

- *Revitalization Strategy* – Chapter 2 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 3 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.
- *Development Standards* – Chapter 4 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.
- *Design Guidelines* – Chapter 5 contains design guidelines, which are recommendations for articulating buildings, landscapes, and signage to conform to the character and design quality demanded by the community.
- *Capital Improvements* – Chapter 6 describes 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.
- *Utilities and Infrastructure Plan* – Chapter 7 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 8 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.
- *Appendices* – Included as appendices to this plan are the San Fernando Corridors Specific Plan Circulation Plan (Appendix A); the Existing Physical Conditions Analysis (Appendix B); the Opportunities & Constraints Analysis (Appendix C); the Land Use Survey (Appendix D); the Parking, Access, and Linkage Study (Appendix D); and the Community Assets Assessment (Appendix F).

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CHAPTER TWO: 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 with 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 Appendix B (Existing Physical 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, provide access through the city and to its neighborhoods, and 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, cycling, 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.) near the Metrolink Station and future public transit stops.***

8. ***Integrate Metro's 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.***

10. ***Streamline the development review, entitlement and building permit issuance process.***

11. ***Use City police powers, including Code enforcement, to support investment and require responsible property maintenance.***

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.

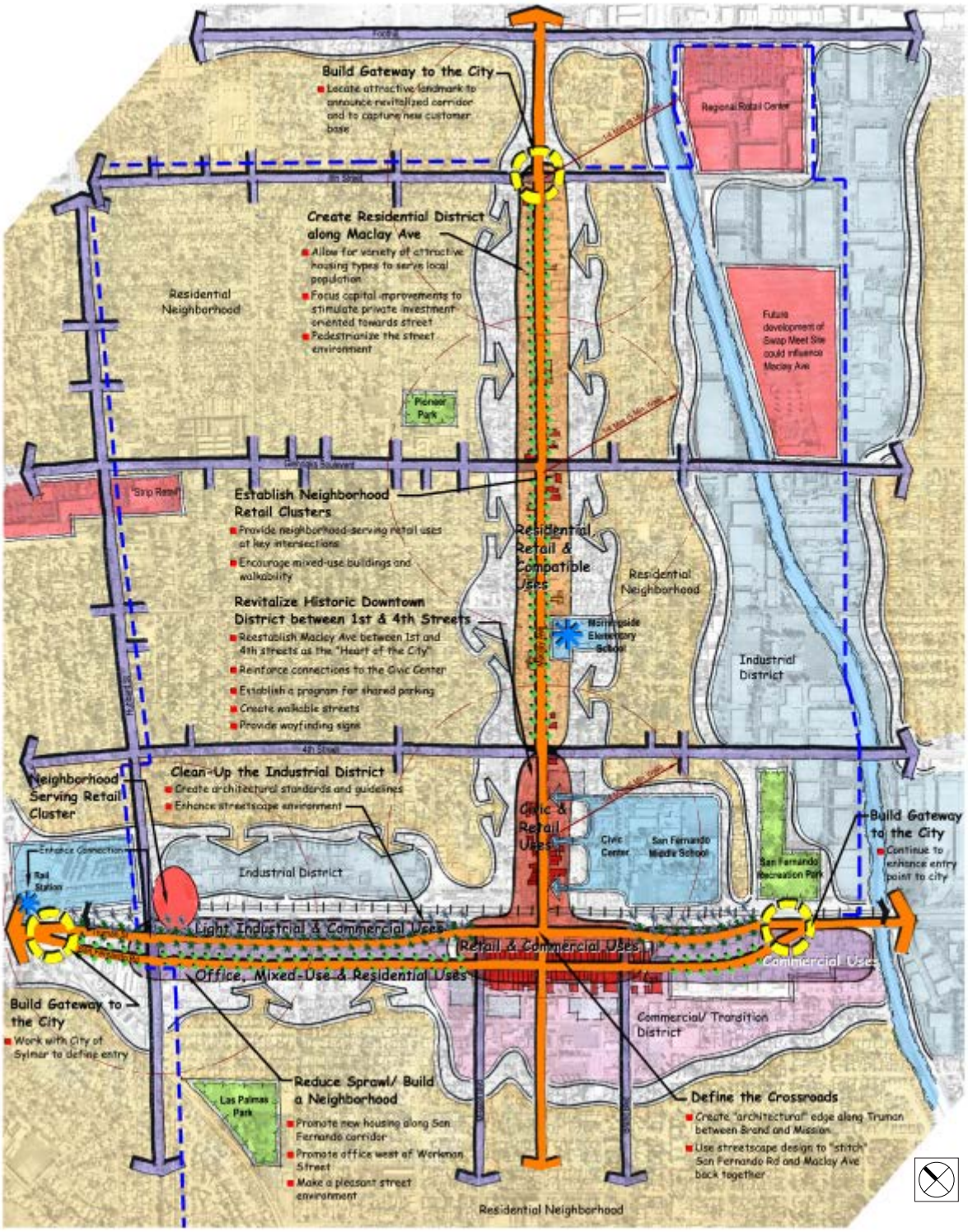
1. ***Transform the corridors into a series of defined districts.*** The monotony of the corridors should be separated into a series of distinct places. Each district should be identifiable as a physical place that is distinguished from other parts of the city by a unique orientation, a harmonious character, and a consistent aesthetic. Each district will have a mix of land uses that work together, building

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.

FIGURE 2.1 - REVITALIZATION STRATEGY*



* *Revitalization Strategy developed during original San Fernando Corridors Specific Plan (SP-4) process.*

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

A. *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. The core of the City, the Downtown District should contain only the most active types of retail, from small-scale storefronts and independent storefronts to restaurants and specialty services. Within the Downtown District, the Downtown Residential 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.

B. *The Mixed-Use Corridor - A Transit-Oriented Neighborhood*: The current disparate commercial land uses scattered along the parallel spines of Truman Street and San Fernando Road west of San Fernando Mission Boulevard can be transformed into a walkabe, mixed-use district where mixed-use development – including residential and live-work components as well as health and professional service sectors – is located within walking distance of the San Fernando Mall to the east and the Metrolink Station to the west.

C. *The Auto Commercial District - A Flexible Business District*: Located east of the San Fernando Mall, the Auto Commercial District will continue to accommodate San Fernando's auto dealerships, while also accommodating a wide array of retail, restaurant, and office uses.

D. *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

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

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.

E. *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 Kalisher Street and Hubbard Avenue to support the continued functioning and expansion of the City's industrial, workshop, and large-scale commercial sectors. 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 Downtown.

F. *The General 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 First Street's commercial and 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, Mixed-Use Corridor District, and the Auto Commercial District. Encourage activity-generating ground-floor uses in the Downtown District, such as retail, restaurant, lodging, and entertainment. Keep a tight rein on retail in areas outside of these districts, especially along Maclay Avenue.
- Encourage a mix of new jobs producing businesses, good quality infill housing, and local-serving retail and restaurant uses along the west end of the Truman / San Fernando corridors, especially within comfortable walking distance of the Metrolink Station and Metro's existing and future transit stops.
- Build on the city's successful auto-sales area, located at the east end of the 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, as well as retail 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,

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

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 engagement 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, 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 1) to 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 within the Downtown Residential Overlay to help generate a lively, safe atmosphere throughout the day and evenings. Promote mixed-use development (i.e. residential units or office uses 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, 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 Civic 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 the activity north of the railroad and the San Fernando Mall. 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 park-once parking structures to support future demand.
- 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.

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 and help reduce the ambient temperature.

- 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 compatible 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.
- Consider adopting a mural ordinance to allow the installation of murals on buildings within the Specific Plan area. Murals will nurture creative and artistic expression and contribute to downtown San Fernando's distinctive sense of place.

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. Key improvements include:
  - Redesign Maclay Avenue between First and Fourth Streets to prioritize the pedestrian and to slow 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.
  - Establish improved pedestrian links along First and Second Streets to encourage interaction between the Metrolink Station and Maclay Avenue's shops, restaurants, and

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.

other businesses. Wayfinding signage should be expanded, marking the route to the Civic Center, and enriching 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 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 Downtown 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 District (San Fernando Road between Hubbard Avenue and San Fernando Mission Boulevard): In this 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

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.

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 industrial, warehouse, and general commercial uses and also provides the most direct link between the Metrolink Station and Maclay 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 and the San Fernando Mall.

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

- Use architectural landmark features to define the Downtown 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 Downtown, 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 Macneil 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 Downtown District, 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

Architectural details from historic Mission San Fernando Rey.

"neighborhood", architecturally subdivided and composed at a human scale with variation in massing and height. Within the Mixed-Use Corridor District, buildings should create a strong street edge, whether at the back of the sidewalk for commercial and mixed-use buildings, or behind a small landscaped setback for residential buildings. (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 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 THREE: LAND USE FRAMEWORK AND URBAN DESIGN PRINCIPLES

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 often 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

Maclay Avenue in the Maclay District.

Storefronts in Downtown.

The City's entry in the Truman/San Fernando District.

- 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 industrial land. Development along the corridors bears little allegiance to historic 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 (Chapter 45); and recommendations for a complementary range of aesthetics, as described in the Design Guidelines (Chapter 56). 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 34 and 35. 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.

Opportunity Site Concept 1: Mixed use and Residential development at the intersection of Maclay Avenue and Glenoaks Plan Scale 1" - 30'

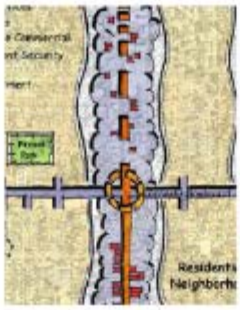
Single-Family Townhouses establish neighborhood presence along Maclay Avenue

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

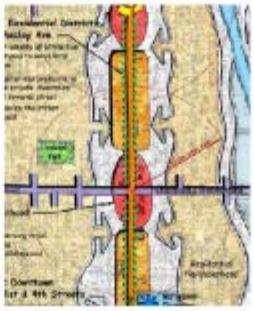
Neighborhood-serving mixed-use developement located at the intersection of Maclay Avenue and Glenoaks Boulevard

Perpective Sketch (not to scale)

Existing Development



Patterns of Development & Change



Revitalization Strategy "A"

Opportunities for Change

CITY OF SAN FERNANDO
Maclay & San Fernando/Truman Corridors Specific Plan

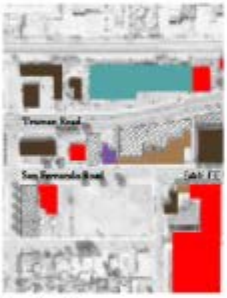
Opportunity Site - Maclay at Glenoaks

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

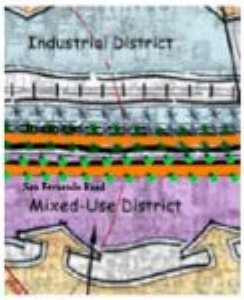
Courtyard housing establishes neighborhood presence in new mixed-use district

Single-Family Townhouses establish Celis as residential street



Existing Development

Patterns of Development & Change



Revitalization Strategy "A"

Opportunities for Change

CITY OF SAN FERNANDO
MacDay & San Fernando/Truman Corridors Specific Plan

Opportunity Site 2- San Fernando Road

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CHAPTER FOUR:
DEVELOPMENT STANDARDS

4.1. PURPOSE

This Chapter of the San Fernando Corridors Specific Plan provides detailed regulations for development and new land uses within the specific plan area. These provisions supersede and replace regulations in the *San Fernando City Code*, Chapter 106 (Zoning). This Development Code is intended:

A. To revitalize the City's commercial corridors so they better represent San Fernando's small-town character and downtown's mixed-use heritage.

B. To promote economic development by streamlining the planning and entitlement process.

C. To allow and encourage greater mixed-use development in appropriate locations.

D. To enable the creation of a walkable, mixed-use, multi-modal environment that accommodates retail, office, industrial, and residential uses within walking distance of the Sylmar/San Fernando Metrolink Station and Downtown San Fernando.

E. To facilitate the transition of the Maclay Avenue, Truman Street, San Fernando Road, and First Street corridors into, pedestrian-friendly, multi-modal streets that complement the land uses and development pattern planned for the corridors through the implementation of this specific plan.

4.2. APPLICABILITY

Proposed development, subdivisions, and new land uses within the plan area shall comply with all applicable requirements of this Chapter, as follows.

A. City Land Use Districts and Overlays. Figure 4.1 (City Land Use Districts and Overlays Map) shows the land use districts within the San Fernando Corridors Specific Plan area and identifies the parcels included within each district. The characteristics of each district are described in Section 4.3. (Characteristics of Specific Pan Districts).

B. Land Use and Permit Requirements. Section 4.4 identifies the land use types allowed by the City in each of the districts established by Figure 4.1 (City Land Use Districts and Overlays Map). A parcel within the San Fernando Corridors Specific Plan area shall be occupied by the land uses identified as allowed within the applicable zone by Section 4.4, subject to the type of City approval (for instance permitted by right, conditional use permit) required by Section 4.4.

C. Development Standards. The development standards in Section 4.5 regulate the building envelope and the features of buildings that affect the public realm of the street, sidewalk, and public open spaces. The development standards regulate building intensity, building height, building setbacks, landscaping, signage, and parking requirements and vary according to the zone applied to a parcel as shown in Figure 4.1 (City Land Use Districts and Overlays Map). Proposed development shall comply with all applicable standards in Section 4.5.

D. Design Guidelines. The Design Guidelines in Chapter 5 are recommendations intended to increase the awareness of building owners and designers to the architectural, historic, and site planning features that are traditional to San Fernando; to illustrate options, solutions, and techniques to encourage high-quality design and construction; and to provide potential applicants and the City with a basis for proposing and reviewing development applications. These guidelines are not meant to dictate specific design solutions or stifle creative design

4.3. CHARACTERISTICS OF SPECIFIC PLAN DISTRICTS AND OVERLAYS

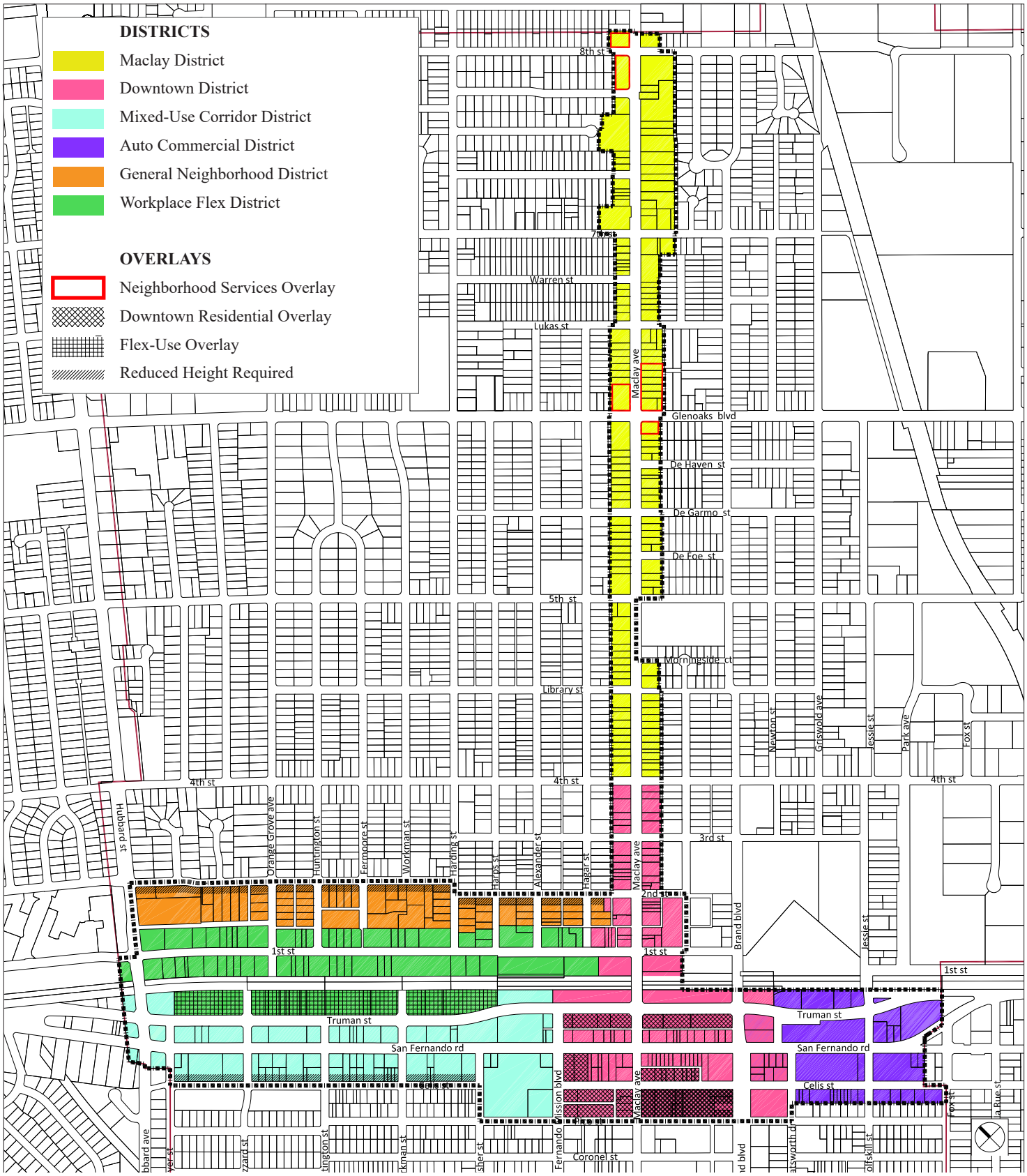
The following descriptions of each downtown district identify the characteristic uses, intensity of uses, and level of development intended for that district.

A. DISTRICTS

1. **Downtown District**. The Downtown District is established for the purpose of creating a lively, mixed-use, transit-oriented "center of the city" where the community of San Fernando comes together. Buildings are required to be located directly at the back of sidewalk with active storefronts that generate activity and interest along the street front. Buildings that do not contribute to such activity, such as freestanding stores, automobile-oriented buildings, and drive-up service windows, are not permitted.

2. **Mixed-Use Corridor District.** The Mixed-Use District is established for the purpose of creating a mixed-use, transit-oriented neighborhood between Downtown San Fernando and the Sylmar/San Fernando Metrolink Station. The Mixed-Use Corridor District will support development of a mix of use types, ranging

FIGURE 4.1 - CITY LAND USE DISTRICTS AND OVERLAYS MAP



from residential and office uses to retail stores and services and is dedicated to lively street-front activity, with commercial and mixed-use buildings located directly at the back of the sidewalk, facing the street with active storefront facades that add activity and interest along the street. Residential ground floors will be accessed from the sidewalk through lobbies or stoops and porches that provide direct access to each individual unit.

3. **Auto Commercial District.** The Auto Commercial District encompasses properties located at the eastern end of the Specific Plan Area that currently and historically accommodated auto dealerships. It includes the parcels located between Chatsworth Drive and Fox Street. The Auto Commercial District will continue to serve as a center for auto sales, while also accommodating retail and office uses.

4. **Maclay District.** The Maclay District promotes the creation of new housing opportunities, while, at the same time, maintaining the integrity of the existing, adjacent residential neighborhoods. Permitted uses include residential and commercial uses that are compatible with residential development.

5. **Workplace Flex District.** The Workplace Flex District is established for the purpose of providing a cohesive district that supports the commercial and industrial uses of the city while providing appropriate areas for limited retail uses. The Workplace Flex District also provides a framework for creating more inviting pedestrian, bicycle, and vehicular connections along First Street between the Metrolink Station and Maclay Avenue's "main street," the Civic Center, as well as along Truman Street between the Metrolink Station and Downtown.

6. **General Neighborhood District.** The General Neighborhood District is established to accommodate multi-family housing near Downtown and the Metrolink Station and to ensure that new housing along the south side of Second Street provides a suitable transition to the low-rise, single-family residential neighborhoods across the street to the north. New multi-family buildings facing Second Street will have two-story volumes at the front of the lot with massing that is in character with the single-family houses across the street. Higher massing – up to four stories – is allowed at the center and rear of the lot.

B. OVERLAYS

1. **Downtown Residential Overlay.** The Downtown Residential Overlay applies to select parcels within the Downtown District that are located near the San Fernando Mall. It allows an increased maximum floor area ratio (FAR), permits an extra story of development, and allows upper floor residential uses, subject to a conditional use permit.

2. **Neighborhood Services Overlay.** The Neighborhood Services Overlay applies to parcels within the Maclay District located at and near the intersections of Maclay Avenue with Glenoaks Boulevard and with Eighth Street. It promotes the creation of mixed-use neighborhood centers with active, commercial ground floors.

3. **Flex-Use Overlay.** The Workplace Flex District accommodates the Flex-Use Overlay, which applies to the parcels designated Workplace Flex along the north side of Truman Street. It permits the light industrial uses (i.e., M-1 Limited Industrial, per the *San Fernando Zoning Ordinance*) allowed by the underlying Workplace Flex designation, while also allowing the residential, office, retail, and service uses allowed under the adjacent Mixed-Use Corridor District.

4.4. LAND USE AND PERMIT REQUIREMENTS

A. Table 4.1 (Land Use and Permit Requirements) identifies allowed uses and corresponding permit requirements for the San Fernando Corridor Specific Plan's six Districts. Definitions of the land uses can be found in Section 106-6 of the *San Fernando Zoning Ordinance* (Definitions).

B. Additional permitted uses. Other uses not identified in Table 4.1, but deemed by the Community Development Director 1) to be similar to and compatible with the permitted uses identified in Table 4.1, and 2) to meet the purpose and intent of the district or overlay of this San Fernando Corridors Specific Plan, may be permitted subject to Community Development Director approval.

C. Additional, non-residential conditionally permitted uses. Other non-residential uses not identified in Table 4.1, but deemed by the Community Development Director 1) to be similar to and compatible with the conditionally permitted uses identified in Table 4.1, and 2) to meet the

purpose and intent of the district or overlay of this San Fernando Corridors Specific Plan, may be conditionally permitted subject to Community Development Director approval.

D. Residential uses: All residential uses are subject to a conditional use permit and review by the Planning and Preservation Commission. Other residential uses not identified in Table 4.1, but deemed by the Community Development Director 1) to be similar to and compatible with the conditionally permitted uses identified in Table 4.1, and 2) to meet the purpose and intent of the district or overlay of this San Fernando Corridors Specific Plan, may be conditionally permitted subject to Planning and Preservation Commission approval.

E. 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.).

F. All light industrial and heavy industrial uses permitted and conditionally permitted in the M-1 and M-2 zones of the *San Fernando Zoning Ordinance* are allowed within this Specific Plan, subject to the requirements of Table 4.1 (Land Use and Permit Requirements). Heavy industrial uses consist of those subject to the "Heavy Industrial" land use designation of the *City of San Fernando General Plan*, and the uses allowed in the M-2 zone of the *San Fernando Zoning Ordinance*. All M-1 uses are allowed within the entire Workplace Flex District. Some M-1 uses are allowed within the Auto Commercial District and Mixed-Use Corridor District. M-2 uses are allowed only along the south side of First Street within the Workplace Flex District.

G. Additional Requirements

a. Alcoholic Sales:

i. Any sale of alcoholic beverages 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 4.4.F.a.ii.

ii. Alcoholic beverages served for on-site consumption ancillary to the operation of a sit-down restaurant including microbreweries, and sports bars, with table service that is a "bonafide public eating place" as that term is defined in *San Fernando City Code* Section 106-177, are permitted by right.

b. Bed and breakfasts providing lodging and meals for guests are allowed, subject to a Conditional Use Permit, and provided:

i. The establishment is a private residence which is owner-occupied at all times.

ii. The establishment has no more than ten (10) guest rooms.

iii. The establishment serves food only to overnight guests.

iv. Overnight guests stay for no longer than seven (7) consecutive days.

v. The use is not located within 200 feet of a railroad right of way.

c. Live-Work and Home Occupations: Live-work and home occupations, where an occupation, hobby or profession may be conducted within a dwelling, are allowed, subject to a Conditional Use Permit, and provided:

i. The residential use is the predominant use of the premises, and the commercial workplace activity is secondary. Permitted work 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.).

ii. Occupational activity is limited to a business office or a studio, including the making of arts and crafts or other occupational activity compatible with a residential use.

iii. Client visitation to a home occupation shall be by appointment only; walk-in trade is not permitted, except:

(a) Downtown District: Walk-in trade may be conditionally permitted by the Community Development Director or designee.

iv. The maximum number of employees discounting the owner/occupant is limited to two.

d. Manufacturing: Manufacturing, assembling, repairing, testing, processing, packaging, warehousing, wholesaling, research or treatment of products may be conducted (other than those which may be obnoxious or offensive because of emission of odor, dust, smoke, gas, noise, vibration or other similar causes detrimental to the public health, safety or general welfare).

e. Outdoor Dining: Chairs and tables for outdoor dining that is accessory to an eating establishment is 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:

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

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

iii. 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.

iv. Other requirements specified by the Public Works Director-or designee.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS

Land Use	District					
	M	D	MUC	AC	WF	GN
Accessory Buildings and Structures						
Cabana Located on the Same Lot as the Principal Residential Use.	P	–	–	–	–	P
Garage	P	–	–	–	–	P
Recreation Room	P	–	–	–	–	P
Storage Shed	P	–	–	–	–	P
Workroom	P	–	–	–	–	P
Automobile and Vehicle Uses						
Automobile Laundry/Car wash	–	–	–	–	P	–
Automobile Sales: New	–	–	–	P	CUP	–
Automobile Sales: Used	–	–	–	P	CUP	–
Automotive Repair, Major and Minor	–	–	–	P	P [1]	–
Automobile Rental Agencies	–	–	–	P	CUP	–
Automotive Impound Area	–	–	–	–	CUP[2]	–
Gasoline Refueling Service Stations	CUP	–	CUP	P	CUP	–
Recreational Vehicle Storage	–	–	–	–	CUP	–
Tire Retreading and Recapping	–	–	–	–	CUP[2]	–
Manufacturing and Industrial Uses						
Agriculture	–	–	–	–	P	–
Animal Hospital	–	–	–	–	P	–
Animal Shelter	–	–	–	–	CUP[3]	–
Assaying	–	–	–	–	P[2]	–
Assembly Plants	–	–	P	–	P	–

KEY

P = *use permitted by right*

CUP = *use requires approval of conditional use permit*

– = *use not permitted*

M = *Maclay District*

D = *Downtown District*

MUC = *Mixed-Use Corridor District*

AC = *Auto Commercial District*

WF = *Workplace Flex District*

GN = *General Neighborhood District*

NOTES

[1] Along Truman Street only: Auto repair activity is required to be conducted entirely within an enclosed building.

[2] Heavy Industrial uses allowed only along the south side of First Street.

[3] Use Permitted by Right along south side of First Street.

[4] A minimum of 60% of street frontage shall be occupied by business uses with retail-type shopfronts.

[5] Use permitted only on parcels that face Hubbard Avenue

[6] Use not permitted within 200 feet of railroad right-of-way.

[7] Use permitted only within Downtown Residential Overlay and only on upper floors.

[8] Lobbies providing entrance to upper floor Residential and Lodging facilities may occur on the ground floor.

[9] Drive-up window allowed subject to a conditional use permits and provided it will not interfere with pedestrian traffic or service along public streets.

[10] Commercial uses shall maintain hours of operation between seven o'clock (7:00) A.M. and eleven o'clock (11:00) P.M.

[11] Within Neighborhood Service Overlay Areas: Use permitted only on ground floor.

[12] Allowed as accessory use to uses permitted or conditionally permitted in Workplace Flex District.

[13] Use allowed only along north side of Truman Street and south side of First Street.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Assembly and Production Facilities	–	–	P	–	P	–
Assembly of Plastic Products	–	–	–	–	CUP	–
Blast Furnaces as an Accessory Use and not Needing EPA or AQMD approvals	–	–	–	–	P[2]	–
Boat Building and Repair Business	–	–	–	–	CUP	–
Cabinet Shops and Woodworking	–	–	P	–	P	–
Commercial uses which are customarily and incidental to permitted and conditionally permitted uses	–	–	–	–	P	–
Contractors' Storage and Fabrication Yards	–	–	–	–	CUP	–
Exhibition of products, produced on the premises or available for wholesale distribution.	–	–	P	–	P	–
Extermination Businesses	–	–	–	–	CUP	–
Glass Edging, Beveling, and Silvering	–	–	–	–	CUP	–
Hazardous Waste Facility which includes Off-Site Facility, Regional Facility, Transfer Facility/Station, Transportable Treatment Units, and Treatment Facility	–	–	–	–	CUP	–
Heavy Equipment Sales and Rental	–	–	–	–	P[2]	–
Helistop or Heliport	–	–	–	–	CUP	–
House Moving Businesses	–	–	P	P	CUP	–
Laboratory						
Anatomical	–	–	CUP	CUP	CUP	–
Biological	–	–	CUP	CUP	CUP	–
Chemical	–	–	CUP	CUP	CUP	–
Pharmaceutical	–	–	CUP	CUP	CUP	–

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[13] Use allowed only along north side of Truman Street and south side of First Street.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Landscaping and Gardening Service and Supply Business	–	–	–	–	CUP	–
Laundry, Cleaning and Dry Cleaning Plants	–	–	–	–	P	–
Machine Shop	–	–	–	–	P	–
Machine Shops and Tool and Die Making	–	–	–	–	CUP	–
Maker Space	–	–	P	P	P	–
Manufacturing						
Automobiles, Trailers, and Recreational Vehicles	–	–	–	–	P[2]	–
Ceramics, Pottery, Statuary	–	–	–	–	P[2]	–
Ceramic Products using only Previous Pulverized Clay and Using Kilns Fired only by Electricity or Gas	–	–	–	–	CUP	–
Computer Manufacturing	–	–	–	–	P	–
Control Devices and Gauges	–	–	–	–	CUP	–
Cosmetics (no Soap)	–	–	–	–	P	–
Electric and Gas Appliances	–	–	–	–	P	–
Engine Manufacture	–	–	–	–	CUP	–
Food Products (excluding Fish Meat, Sauerkraut, Vinegar, Yeast, and rendering or refining of Fats and Oils)	–	–	–	–	P	–
Ink, Polish, Enamel	–	–	–	–	P[2]	–
Jewelry	–	–	–	–	P	–
Optical Equipment	–	–	–	–	P	–
Paint or Related Manufacture	–	–	–	–	CUP	–

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TABLE4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Pharmaceutical	–	–	–	–	P	–
Signs	–	–	–	–	P	–
Tile (Indoor Kiln)	–	–	–	–	P[2]	–
Wallboard, Glass (no Blast Furnace)	–	–	–	–	P[2]	–
Metal Engraving, Metal fabrications	–	–	–	–	P[2]	–
Metal Welding and Plating Business	–	–	–	–	CUP	–
Outdoor Storage	–	–	–	–	CUP	–
Parcel Service Delivery Depot	–	–	–	–	CUP	–
Pest Control Contractors	–	–	–	–	P[1]	–
Photoengraving	–	–	–	–	CUP	–
Recreation Area or Facility Accessory to Primary Use	–	–	–	–	CUP	–
Rental Yards, Maintenance Yards, and Storage Yards for Construction and Agricultural Related Equipment, Machinery, and Vehicles.	–	–	–	–	CUP	–
Research and Development	–	–	P	–	CUP	–
Research and Development Facilities for the Creation of Prototypes	–	–	P	–	CUP	–
Roofing Business	–	–	P	–	CUP	–
Salvage and Recycling Business	–	–	–	–	CUP	–
Sandblasting	–	–	–	–	P[2]	–
Storage and Distribution	–	–	–	–	CUP	–
Testing	–	–	P	–	P	–
Truck Terminal or Yard	–	–	–	–	CUP	–
Warehousing	–	–	P	–	P	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Welding Shop	–	–	–	–	P	–
Wholesale Business	–	–	P	–	P	–
Parking Structures and Facilities						
Privately-Owned	–	P[4]	P[4]	P	P	–
Publicly-Owned	–	P[4]	P[4]	P	P	–
Public Uses						
Civic and Cultural Facilities						
Libraries	–	P	–	–	–	–
Public Recreation Facilities	–	P	–	–	–	–
Museums	–	P	P	–	–	–
Art Galleries	P	P	P	–	–	–
Public and Institutional Uses						
Open Spaces, including Parks and Playgrounds	P	P	P	P	P	P
Public Health Services and Facilities	P	–	–	–	–	–
Public Service Facilities	–	–	–	–	P[2]	–
Public Assembly Uses						
Banquet Halls	–	CUP	CUP	–	–	–
Churches, Temples, or Other Places of Worship	CUP[5]	–	CUP	CUP	CUP	CUP[5]
Conference Facilities	–	CUP	CUP	–	–	–
Community Recreational Centers	CUP	–	CUP	–	–	P
Meeting Facilities	CUP	CUP	CUP	–	–	–
Movie Theaters	P	P	P	P	–	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Public Clubs, Lodges, and Halls	CUP	CUP	–	–	CUP	–
Venues/Auditoriums for the Performing Arts	P	P	P	P	–	–
Residential Uses						
Accessory dwelling unit [6]	–	–	–	–	–	–
Apartments [6]	CUP	CUP[7,8]	CUP	–	–	CUP
Community Care Facilities/Small [6]	P	P[7,8]	P	–	–	P
Community Care Facilities/Large [6]	CUP	CUP[7,8]	CUP	–	–	CUP
Condominiums [6]	CUP	CUP[7,8]	CUP	–	–	CUP
Duplexes [6]	–	–	–	–	–	P
Emergency Homeless Shelters	–	–	–	–	P[2]	–
Home Occupations in accordance with Division 9 of Article VI of the *San Fernando City Code*	P	P[7]	P	–	CUP	P
Live-Work	CUP	CUP[7, 8]	CUP	–	–	–
Manufactured home as defined in *Health and Safety Code* Section 18007	–	–	–	–	–	–
Mobile Home Park	–	–	–	–	–	–
Primary single-family dwelling units, one per lot, in a permanent location	–	–	–	–	–	P
Single Room Occupancy	–	–	–	–	–	–
Supportive Housing [6]	CUP	CUP[7,8]	CUP	–	–	CUP
Townhouses [6]	CUP	–	CUP	–	–	CUP
Transitional Housing [6]	CUP	CUP[7,8]	CUP	–	–	CUP

KEY

P = *use permitted by right*

CUP = *use requires approval of conditional use permit*

– = *use not permitted*

M = *Maclay District*

D = *Downtown District*

MUC = *Mixed-Use Corridor District*

AC = *Auto Commercial District*

WF = *Workplace Flex District*

GN = *General Neighborhood District*

NOTES

[1] Along Truman Street only: Auto repair activity is required to be conducted entirely within an enclosed building.

[2] Heavy Industrial uses allowed only along the south side of First Street.

[3] Use Permitted by Right along south side of First Street.

[4] A minimum of 60% of street frontage shall be occupied by business uses with retail-type shopfronts.

[5] Use permitted only on parcels that face Hubbard Avenue

[6] Use not permitted within 200 feet of railroad right-of-way.

[7] Use permitted only within Downtown Residential Overlay and only on upper floors.

[8] Lobbies providing entrance to upper floor Residential and Lodging facilities may occur on the ground floor.

[9] Drive-up window allowed subject to a conditional use permits and provided it will not interfere with pedestrian traffic or service along public streets.

[10] Commercial uses shall maintain hours of operation between seven o'clock (7:00) A.M. and eleven o'clock (11:00) P.M.

[11] Within Neighborhood Service Overlay Areas: Use permitted only on ground floor.

[12] Allowed as accessory use to uses permitted or conditionally permitted in Workplace Flex District.

[13] Use allowed only along north side of Truman Street and south side of First Street.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Retail, Service, Entertainment, Lodging and Office Uses						
Business and Personal Service Shops						
Adult Businesses: Merchandise Sales	–	–	–	–	–	–
Banks, Credit Unions, Loan Companies, Title Companies	–	P	P[9]	P[9]	–	–
Barber & Beauty Shops	–	P	P	P	–	–
Dry Cleaning	P	P	P	P	–	–
Interior Decorating Studios	–	P	P	P	P	–
Laundromat	P	P	P	P	–	–
Market Hall, Food Hall	–	P	P	P	–	–
Nail Salons	–	P	P	P	–	–
Photocopy Shops	–	P	P	P	P	–
Repair Shops	–	–	P	P	P	–
Shoe Repair	–	P	P	P	P	–
Video Rental & Sales	P[10,11]	P	P	P	P	–
Entertainments Uses						
Arcades	–	P	–	–	–	–
Billiards/Pool Parlors	–	P	P	–	–	–
Bowling Alleys	–	P	P	P	–	–
Nightclubs	–	P	–	–	–	–
Skating/Skateboard Venues	–	–	CUP	–	–	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Health and Exercise Clubs	P	P	P	–	–	–
Lodging						
Bed-and-Breakfasts	CUP	CUP[7,8]	CUP	–	–	–
Hotels, Motels	CUP	CUP[7,8]	CUP	CUP	–	–
Boardinghouses	–	–	CUP	–	–	–
Offices						
Administrative	P	P	P	P	P[12]	–
Business	P	P	P	P	P[12]	–
Design, including Industrial Design, Architecture, Engineering, Model Making, Planning, Drafting, and Editorial	P	P	P	P	CUP	–
Government	P	P	P	P	–	–
Incubator Business	–	P	P	P	P	–
Medical and Dental	P	P	P	P	–	–
Professional	P	P	P	P	P[12]	–
Social, Cultural or Public Services, including Public and Non-Profit Organizations.	–	P	–	–	P	–
Restaurants						
Alcoholic Beverages for on-site consumption in conjunction with operation of a restaurant (up to Type 47 liquor license)	P	P	P	P	P[13]	–
Bar, tavern, cocktail lounge, (Type 48 liquor license)	CUP	CUP	CUP	CUP	–	–
Craft brewery/distillery, tap room, tasting room, and wine bar	–	P	–	–	–	–

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[13] Use allowed only along north side of Truman Street and south side of First Street.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Drive-through Restaurants in a Free-Standing Building	–	–	–	CUP[9]	CUP	–
Employee's cafeteria or coffee shop as an accessory use where integrated with and clearly incidental to primary use	–	–	–	–	P	–
Full-Service Sit-Down Restaurants, including Walk-in Food Takeout Establishments	P[11]	P	P	–	CUP	–
Outdoor Dining, subject to encroachment permit	P	P	P	P	CUP	–
Retail						
Antique Shops	–	P	P	P	–	–
Clothing Stores	–	P	P	P	–	–
Drug Stores and Pharmacies	P[11]	P	P[9]	P[9]	–	–
Electronic Equipment Stores	–	P	P	P	–	–
Florist Shops	–	P	P	P	–	–
Gift Shops	–	P	P	P	–	–
Grocery Stores	P[11]	P	P	P	–	–
Hardware Stores	–	P	P	P	–	–
Jewelry Stores	–	P	P	P	–	–
Music Stores	–	P	P	P	–	–
Pet Supply Stores	–	P	P	P	–	–
Photographic Equipment and Supply Stores	–	P	P	P	P	–
Shoe Stores	–	P	P	P	–	–
Specialty Foods	–	P	P	P	–	–
Sporting Goods Stores	–	P	P	P	–	–

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[13] Use allowed only along north side of Truman Street and south side of First Street.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Swap Meets or Flea Markets; Auctions, indoor or outdoor	–	–	–	–	CUP	–
Service Commercial						
Blueprinting and Photostating	–	–	P	P	P	–
Building Materials and Hardware Sales	–	–	P	P	P	–
Computer Maintenance and Service	–	–	P	P	P	–
Contractor Supply and Home Improvement Stores	P	–	P	P	P	–
Electrical Supply	–	–	P	P	P	–
Equipment Sales and Rentals	–	–	–	–	P	–
Film Laboratories	–	–	P	P	P	–
Home Furnishings, Hardware and Appliance Sales and Repair	P	P	P	P	P	–
Lumberyard, Building Materials, Contractor Storage: Indoor	–	–	P	P	P	–
Lumberyard, Building Materials, Contractor Storage: Outdoor	–	–	–	–	CUP	–
Plumbing, Heating, Air Conditioning Equipment Supply and Repair	–	–	–	–	P	–
Plumbing Shops	–	–	P	P	P	–
Product Service Center	–	–	P	P	P	–
Self Storage	–	–	–	–	–	–
Tool Sales and Rentals	–	–	–	–	P	–
Studios: Physical Activity and Instruction, including exercise and physical therapy, dance, martial arts, and similar activities.	P	P	P	P	P	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Studios: Art and Design						
Artist Studio - all media	P	P	P	P	P	–
Design Professional Studio	P	P	P	P	P	–
Photography Studio	P	P	P	P	P	–
Studios: Motion Picture and Television						
Post-Production Studios	P	–	P	P	P	–
Recording Studio	P	–	P	P	P	–
Television, Movie, and Media Arts Production Studio	P	–	P	P	P	–
Schools						
Business and Professional Practice	P	P	P	P	P	–
Nursery School/Day Care Facilities developed accordance with *San Fernando City Code*, Chapter 106 (Zoning), Article VI, Division 10 (Section 106-1271 et seq.	P	–	–	–	–	CUP
Performing and Fine Arts	P	P	P	P	P	–
Vocational Training for Trades	P	P	P	P	P	–
Utilities						
Commercial Antennas	–	–	–	–	CUP	–
Electrical Distribution and Transmission Substations, Gas Metering and Regulation Stations, and other Similar Public Utility Structures or Uses	–	–	–	–	CUP	
Telephone, Communication exchange or Equipment Building	–	–	–	–	P	–

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4.5. DEVELOPMENT STANDARDS

The development standards listed in Table 4.2 (Development Standards) are applicable to the San Fernando Corridors Specific Plan Districts. These standards, along with other development standards (e.g., landscaping requirements, signs, and parking standards) in this title, are intended to assist property owners and project designers in understanding the City's minimum requirements and expectations for high-quality development.

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 (*).

A. MODIFICATIONS TO DEVELOPMENT STANDARDS

Upon application by a property owner, modifications to the development standards in this Chapter may be granted as provided within *San Fernando City Code* Chapter 106 (Zoning), Article II, Division 5, Section 106-212.

B. SETBACKS

1. **Non-residential ground floors**. All non-residential ground-floor uses are required to be built to the front property line or the back of side-walk. However, a portion of the building frontage may be recessed to provide for courtyards, forecourts, entry plazas or similar features, subject to 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.

C. FRONTAGE

1. **Required shopfronts.** Ground floor shopfronts are required along the following street-facing frontages per Section 5.2 of the Design Guidelines (Chapter 5):

   a. Along the San Fernando Mall between San Fernando Mission Boulevard and Brand Boulevard.

A mixed-use building with inset windows and decorative balconies.

A prominent tower marks the corner of this mixed-use building.

A mixed-use building with a third-story covered balcony and second floor French balconies.

TABLE 4.2 - DEVELOPMENT STANDARDS

Standard	District					
	M	D	MUC	AC	WF	GN
A. Development Intensity						
1. Floor Area Ratio (max.) [1]						
a. Non-residential	1.0	3.0	2.0	3.0	2.0	–
b. Residential Mixed-use	1.5[2]	3.5[3]	2.5	–	2.0	–
2. Residential Density (dwelling units/acre)						
a. Minimum	12	24[3]	24	–	–	–
b. Maximum	37	50[3]	37	–	–	43
B. Height (see Figure 4.2)						
1. Building height as measured from sidewalk or finished grade to top of flat roof, cornice, or eave line of a peaked roof.						
a. Primary Building						
i. Minimum (stories / ft.)	–	1 / 24	1 / 24	–	–	–
ii. Maximum (stories / ft.)	3 / 40	3 / 40	3 / 40	3 / 40	3 / 40	4 /45
iii. Maximum within Downtown Residential Overlay (stories / ft.)	–	4 / 50	–	–	–	–
iv. Maximum height adjacent to R-1 Single Family Residential Zone within a distance of 15 ft. from the property line (ft.)	No facade wall shall extend more than 10 feet above the height of the adjacent single family facade wall					
v. Maximum height along south side of Second Street between Hubbard Avenue and Maclay Avenue for a distance of 20 ft. behind the Second Street setback line (stories / ft.)	–	–	–	–	–	2 /24[4]
vi. Maximum height along north side of Celis Street between Huntington Street and Kalisher Street for a distance of 10 ft. behind the Celis Street setback line (stories / ft.)	–	–	2 /24[4]	–	–	–
b. Accessory Building, including non-dwelling units, such as free-standing individual car garages, service structures and tool sheds (ft.)	12	–	12	–	–	12
2. Ground floor height as measured above grade at building setback line (max.)						
a. Residential	4 ft.	4 ft.	4 ft.	4 ft.	4 ft.	4 ft.
b. Non-residential	–	–	–	–	–	–
3. Ground story height as measured from floor to floor						
a. Residential (ft.)	–	–	–	–	–	–
b. Non-residential (ft.)	14 min.	18 min.	18 min.	14 min.	14 min.	10 min.

NOTES

[1] Floor Area Ratio (FAR) defined as the floor area of the building divided by the total project site area. FAR calculations do not including parking facilities

[2] Only within Neighborhood Services Overlay.

[3] Only within Downtown Residential Overlay .

[4] Attic spaces of one- and two-story buildings with pitched roofs may be occupied and day lit with dormer windows.

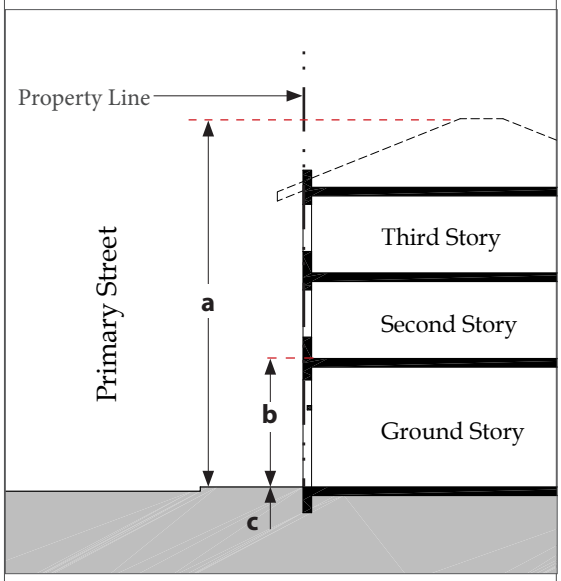
[5] New surface parking lots may not front onto Maclay Avenue or San Fernando Road.

[6] Side Setbacks may be allowed to provide for driveways and pedestrian pathways, to a maximum of 12 ft.

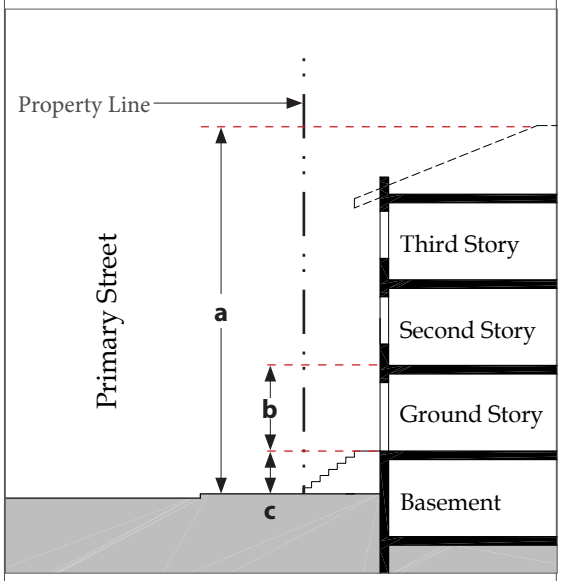
FIGURE 4.2 - BUILDING HEIGHT (SEE TABLE 4.2, SECTION B)

District				
M	D	MUC	AC	WF

Ground floor at grade



Above grade basement

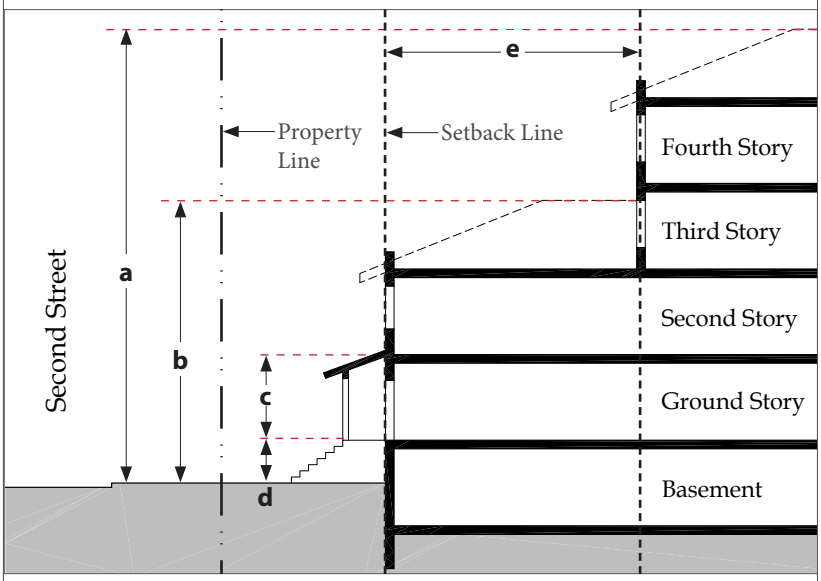


Key

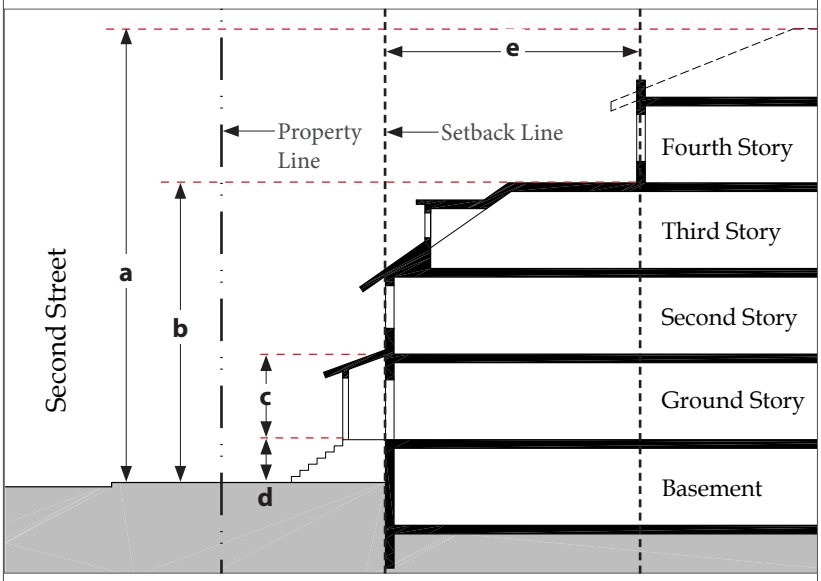
- **a** Maximum height
- **b** Ground floor to floor height
- **c** Ground floor above sidewalk or grade

District
GN

Two stories along Second Street



Two stories with occupied attic along Second Street



Key

- **a** Maximum height
- **b** Maximum height along Second Street
- **c** Ground floor to floor height
- **d** Ground floor above sidewalk or grade
- **e** 2-story / 24 ft. height limit beyond setback line

TABLE 4.2 - DEVELOPMENT STANDARDS (CONTINUED)

Standard	District					
	M	D	MUC	AC	WF	GN
4. Special architectural features, such as uninhabited towers (clock, bell, observation) or entry volumes	10 ft. max. above maximum building height					
5. Rooftop structures, such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos	10 ft. max. above maximum height limit, provided structures 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.					
C. Setbacks						
1. Primary Street Setback						
a. Non-Residential (ft.)	0 [2]	0	0	0	0	–
b. Residential (ft.)	15	0	10 min.	–	–	20
c. At-Grade Parking Lot	15 min.	5 min.[5]	6 min.	6 min.	6 min.	–
d. Freestanding Parking Structure	15 min.	0	6 min.	6 min.	6 min.	–
2. Side Street Setback						
a. Non-Residential (ft.)	0 [2]	0	0	0	0	–
b. Residential (ft.)	5 min,	0	5 min.	–	–	20
c. At-Grade Parking Lot	5 min.	5 min.	5 min.	5 min.	5 min.	–
d. Freestanding Parking Structure	5 min.	0	5 min.	5 min.	5 min.	–
3. Side Yard Setback						
a. Non-Residential (ft.)	5 min,	0 [6]	0 [6]	0 min. / 15 max.	0	–
b. Residential (ft.)	0 [2]	0 [6]	5 min. / 15 max.	–	–	1st floor: 5 upper floors: 10
c. At-Grade Parking Lot	5 min.	5 min.	5 min.	5 min.	5 min.	–
d. Freestanding Parking Structure	5 min.	0	5 min.	5 min.	5 min.	–
4. Rear Setback						
a. With alley, as measured from property line (ft.)	5	0	0	0	0	10
b. Without alley (ft.)	15	0	0	0	10	20
c. At-Grade Parking Lot	6	6	6	6	6	6
d. Freestanding Parking Structure	6	6	6	6	6	–

NOTES

[1] Floor Area Ratio (FAR) defined as the floor area of the building divided by the total project site area. FAR calculations do not including parking facilities

[2] Only within Neighborhood Services Overlay.

[3] Only within Downtown Residential Overlay .

[4] Attic spaces of one- and two-story buildings with pitched roofs may be occupied and day lit with dormer windows.

[5] New surface parking lots may not front onto Maclay Avenue or San Fernando Road.

[6] Side Setbacks may be allowed to provide for driveways and pedestrian pathways, to a maximum of 12 ft.

b. Along San Fernando Road within the Mixed-Use Corridor District: new buildings with non-residential ground floors only.

c. Along Hubbard Avenue between the railroad right-of-way and San Fernando Road.

d. Within the Neighborhood Serving Overlay.

2. Recommended Frontage Types. All street-facing facades should provide at least one (1) of the frontage types listed in Table 5.1 of the Design Guidelines (see Chapter 5).

D. DRIVEWAY AND SERVICE ACCESS*

1. Downtown District Driveway Access. 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 Standards in below Subsections "B."

2. Curb Cuts.

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.

3. Service Access.

a. Downtown District: Service access must be from side streets, rear alleys and rear parking areas, wherever possible.

b. Maclay District: vehicular service access must be from alleys and rear parking areas.

c. Workplace Flex District: vehicular service access must be from alleys and rear parking areas, wherever possible.

E. OPEN SPACE*

1. All Districts, Except Maclay District.

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

i. A minimum of one hundred fifty (150) square feet of usable publicly accessible open space. 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.)

ii. 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 multifamily 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.

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.

2. Maclay District.

a. Residential Development: Outdoor space shall be provided as follows:

i. 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. (See the *Design Guidelines for Site Improvements, Furnishings, Landscape and Lighting* for design of open space).

ii. 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).

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.

3. **Downtown District.**

   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 2,000 square feet of ground floor retail space constructed, and a minimum of one hundred (100) square feet of publicly accessible open space for every 1,000 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. For Mixed Use Developments, publicly accessible open space provided will count towards the minimum public open space requirements for all uses.

   c. 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.

   d. Residential Developments: see Subsection 4.5.E.1.a.

F. LANDSCAPING AND SCREENING

1. **Landscaping in setback areas.**

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

   b. For buildings with ground floor residential uses, setback areas 12 feet or more from the face of curb, shall be landscaped with shrubs, ground cover, and trees, over at least 50% of the front setback area, exclusive of driveways.

2. **Parking lot landscaping.** 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.

3. **Utilities and services screening.** 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. Trash facilities and recycling containers must always be located within structural enclosures.

4. **Rooftop Equipment screening.** Rooftop equipment must be screened from view and architecturally integrated into the building design.

G. LIGHTING

1. **Exterior area lighting.** 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 onto adjacent or abutting property or up into the night sky.

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

3. **Luminaires.** 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.)

4. **Up-lighting.** 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.

H. UTILITY EASEMENTS

1. **Public utility easements.** 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.

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

4.6. SIGNAGE STANDARDS*

1. **Permitted Sign Types.** 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.

   a. Building-Mounted Signs, including wall signs and projecting signs are permitted as follows:

      i. Individual lettering or characters or logotypes on signs may not exceed:

         (a) Downtown District: three (3) feet in height.

         (b) Maclay District: twelve (12) inches in height.

         (c) Maclay District Neighborhood Service Overlay: two (2) feet in height.

         (d) Workplace Flex District: three (3) feet in height.

      ii. Wall signs:

         (a) Downtown and Maclay Districts: wall signs should be located above the storefront of the building, in the sign band or on other usable 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.

         (b) Workplace Flex District: 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.

      iii. 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.

   b. Awning and canopy signs are permitted.

      i. 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.

      ii. 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.

      iii. Window Signs are permitted.

         (a) All Districts, Except Downtown District: 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.

         (b) Downtown District: Individual letters on windows may not exceed twelve (12) inches in height.

   c. Free standing signs and pole signs are not permitted. Exceptions include:

      i. Downtown District and Workplace Flex District:

         (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) 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.

      ii. Downtown District

         (a) Portable signs for restaurants only, i.e. sandwich and menu boards for restaurants only, provided they are stored indoors after hours of operation.

   d. Roof-top mounted signs are not permitted.

   e. 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.

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

i. The sign indicates only the name and address of the premises.

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

g. Outdoor signs within the Workplace Flex District: Outdoor advertising signs are allowed in the Workplace Flex District subject to the following requirements:

i. No outdoor advertising sign shall be located within a 500-foot radius of any other such sign.

ii. Each outdoor advertising sign shall have, at most, two sign faces.

iii. Each sign face shall have a maximum area of 100 square feet and a maximum height of 24 feet.

iv. No outdoor advertising sign shall be located within 300 feet of a residential zone.

h. 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.

i. To allow for creative signage solutions, the Community Development Director may issue a permit for a sign that is not specifically permitted or is prohibited by this specific plan. Examples of such signs may include a vertically oriented sign for a movie theater marquee or an existing projecting sign that extends above the height of the parapet.

2. <u>Sign Area</u>.

a. For primary building frontage, the sum total area for any combination of permitted sign types for both ground floor and upper floor uses is one (1) square foot per one (1) linear foot of ground-floor tenant street frontage, not to exceed:

i. Downtown District:

(a) 100 square feet of total sign area, or 50 square feet in any single sign face display, including both ground floor and upper story uses.

(b) San Fernando Mall (San Fernando Road between Brand Boulevard and San Fernando Mission Boulevard): 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.

ii. Maclay District: eighty (80) square feet of total sign area for any single business or occupancy.

iii. Workplace Flex District: 120 square feet of total sign area or 100 square feet in any single sign face display.

b. For secondary building frontage, the allowable sign area is:

i. Downtown District:

(a) 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.

(b) San Fernando Mall (San Fernando Road between Brand Boulevard and San Fernando Mission Boulevard): one (1) square foot per one (1) linear foot of tenant street frontage, not to exceed 50 square feet of total sign area.

ii. Maclay District: one (1) square foot per one (1) linear foot of tenant street frontage, not to exceed forty (40) square feet of total sign area.

iii. Workplace Flex District: 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.

iv. All Other Districts: 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.

3. <u>Sign Content</u>.

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.

4.7. VEHICULAR PARKING STANDARDS

1. <u>Required number of parking spaces</u>.

a. The minimum number of parking spaces required to be supplied for each category of use shall be provided as indicated in Table 4.3. 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.

b. Requirements may be satisfied either on-site, on-street along adjacent public street frontages, by constructing or purchasing spaces in off-site parking structures located within one-half (1/2) mile of the subject property, 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.

c. 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.

d. Shared parking is permitted, 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:

   i. 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

   ii. A conformed copy of the recorded shared parking agreement is transmitted to the Community Development Director prior to issuance of a building permit.

e. Mixed-use. 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.

f. Residential.

   i. Required parking for dwelling units must be provided on-site.

   ii. Guest parking may be provided off site through payment of an in-lieu fee.

   iii. Requirements for residential parking may be satisfied by payment of an in-lieu parking fee only if a Conditional Use Permit (CUP) is granted for that purpose.

2. <u>Off-Street Parking Lots and Structures</u>.

a. Parking lots and structures should be located at the rear or at the side of buildings.

b. Downtown District: New surface parking lots may not front Truman Street, San Fernando Road, Maclay Avenue, Brand Boulevard, or San Fernando Mission Boulevard. New surface parking lots may front onto streets other than those listed above no more than fifty percent (50%) of the width of the parcel.

c. Mixed-Use Corridor District. New surface parking lots may not front San Fernando Road or San Fernando Mission Boulevard. New surface parking lots may front onto streets other than those listed above no more than fifty percent (50%) of the width of the parcel.

d. Maclay District: 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.

e. Workplace Flex District: Surface parking lots may front onto Truman Street or First Street 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.

f. 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*

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS

Land Use	Off-Street Parking Required
Accessory Buildings and Structures	
Cabana	None required
Garage	
Recreation Room	
Storage Shed	
Workroom	
Automobile and Vehicle Uses	
Automobile Laundry/Car wash	3.3 spaces per 1,000 sf
Automobile Sales: New	
Automobile Sales: Used	
Automotive Repair, Major and Minor	1 space for each pump island, plus 1 for each service bay
Automobile Rental Agencies	3.3 spaces per 1,000 sf
Automotive Impound Area	
Gasoline Refueling Service Stations	1 space for each pump island, plus 1 for each service bay
Recreational Vehicle Storage	3.3 spaces per 1,000 sf
Tire Retreading and Recapping	
Manufacturing and Light Industrial Uses	
Agriculture	Whichever of the following results in the greater requirement: 1 space per 750 sf gross floor area up to and including 72,000 sf, and thereafter 1 space for each 1,000 sf of gross floor area or 1 space for each two employees on the largest shift
Animal Hospital	
Animal Shelter	
Assaying	
Assembly Plants	
Assembly and Production Facilities	
Assembly of Plastic Products	
Blast Furnaces as an Accessory Use and not Needing EPA or AQMD approvals	
Boat Building and Repair Business	
Cabinet Shops and Woodworking	
Commercial uses which are customarily and incidental to permitted and conditionally permitted uses	
Contractors' Storage and Fabrication Yards	
Exhibition of products, produced on the premises or available for wholesale distribution.	
Extermination Businesses	
Glass Edging, Beveling, and Silvering	
Hazardous Waste Facility which includes Off-Site Facility, Regional Facility, Transfer Facility/Station, Transportable Treatment Units, and Treatment Facility	
Heavy Equipment Sales and Rental	
Helistop or Heliport	
House Moving Businesses	

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Laboratory	Whichever of the following results in the greater requirement: 1 space per 750 sf gross floor area up to and including 72,000 sf, and thereafter 1 space for each 1,000 sf of gross floor area or 1 space for each two employees on the largest shift
Anatomical	
Biological	
Chemical	
Pharmaceutical	
Landscaping and Gardening Service and Supply Business	
Laundry, Cleaning and Dry Cleaning Plants	
Machine Shop	
Machine Shops and Tool and Die Making	
Maker Space	
Manufacturing	
Automobiles, Trailers, and Recreational Vehicles	
Ceramics, Pottery, Statuary	
Ceramic Products using only Previous Pulverized Clay and Using Kilns Fired only by Electricity or Gas	
Computer Manufacturing	
Control Devices and Gauges	
Cosmetics (no Soap)	
Electric and Gas Appliances	
Engine Manufacture	
Food Products (excluding Fish Meat, Sauerkraut, Vinegar, Yeast, and rendering or refining of Fats and Oils)	
Ink, Polish, Enamel	
Jewelry	
Optical Equipment	
Paint or Related Manufacture	
Pharmaceutical	
Signs	
Tile (Indoor Kiln)	
Wallboard, Glass (no Blast Furnace)	
Metal Engraving, Metal fabrications	
Metal Welding and Plating Business	
Outdoor Storage	
Parcel Service Delivery Depot	
Pest Control Contractors	
Photoengraving	
Recreation Area or Facility Accessory to Primary Use	
Rental Yards, Maintenance Yards, and Storage Yards for Construction and Agricultural Related Equipment, Machinery, and Vehicles.	
Research and Development	

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Research and Development Facilities for the Creation of Prototypes	Whichever of the following results in the greater requirement: 1 space per 750 sf gross floor area up to and including 72,000 sf, and thereafter 1 space for each 1,000 sf of gross floor area or 1 space for each two employees on the largest shift
Roofing Business	
Salvage and Recycling Business	
Sandblasting	
Storage and Distribution	
Testing	
Truck Terminal or Yard	
Warehousing	
Welding Shop	
Wholesale Business	
Parking Structures and Facilities	
Privately-Owned	None required
Publicly-Owned	None required
Public Uses	
Civic and Cultural Facilities	
Libraries	2.5 spaces per 1,000 sf
Public Recreation Facilities	
Museums	
Art Galleries	
Public and Institutional Uses	
Open Spaces, including Parks and Playgrounds	1 space per 10,000 sf of net land area
Public Health Services and Facilities	To be determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees
Public Service Facilities	
Public Assembly Uses	
Banquet Halls	1 space per 5 fixed seats, or 20 spaces per 1,000 sf
Churches, Temples, or Other Places of Worship	1 space per 7 seats, or 1 space per 10-1/2 linear feet of pew
Conference Facilities	1 space per 5 fixed seats, or 20 spaces per 1,000 sf
Community Recreational Centers	
Meeting Facilities	
Movie Theaters	
Public Clubs, Lodges, and Halls	
Venues/Auditoriums for the Performing Arts	

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Residential Uses	
Community Care Facilities	To be determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees
Emergency Homeless Shelters	
Multi-Family (Apartments, Condominiums, Duplexes, Live-Work, Townhouses)	
Studio and one-bedroom unit	1 space per unit
Two-bedroom unit or larger	2 spaces unit
Guest	0.2 space per unit
Primary single-family dwelling units	2 space per unit
Second dwelling units	None required
Supportive Housing	To be determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees
Transitional Housing	
Neighborhood Services Overlay Areas	
General Offices	3.3 spaces per 1,000 sf
Retail	1.6 spaces per 1,000 sf min.; 3.3 spaces per 1,000 sf max.
Eating Establishment Uses	
Retail, Service, Entertainment, Lodging and Office Uses	
Business and Personal Service Shops	
Banks, Credit Unions, Loan Companies, Title Companies	2.5 spaces per 1,000 sf
Barber & Beauty Shops	
Dry Cleaning	
Interior Decorating Studios	
Laundromat	
Market Hall, Food Hall	
Nail Salons	
Photocopy Shops	
Repair Shops	
Shoe Repair	
Video Rental & Sales	
Entertainments Uses	
Arcades	3.3 spaces per 1,000 sf
Billiards/Pool Parlors	
Bowling Alleys	
Nightclubs	
Skating/Skateboard Venues	

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Health and Exercise Clubs (/ 1,000 sf)	5 spaces per 1,000 sf min; 10 spaces per 1,000 sf max
Lodging	
Bed-and-Breakfasts (min.)	1.125 spaces per unit min. (one space for each living or sleeping unit, plus one space for each 10 such units)
Hotels, Motels (min.)	
Rooming and Boardinghouses	
Offices	
Administrative	2.5/1,000 sf min.; 5/1,000 sf max
Business	
Design, including Industrial Design, Architecture, Engineering, Model Making, Planning, Drafting, and Editorial	
Government	
Incubator Business	
Medical and Dental	5/1,000 sf min.; 10/1,000 sf max.
Professional	2.5/1,000 sf min.; 5/1,000 sf max
Social, Cultural or Public Services, including Public and Non-Profit Organizations.	
Restaurants	
Alcoholic Beverages for on-site consumption in conjunction with operation of a restaurant (Type 47 liquor license Type 47 only)	3.3/1,000 sf min.; 16.5/1,000 sf max.
Bar, tavern, cocktail lounge, (Type 48 liquor license)	
Craft brewery/distillery, tap room, tasting room, and wine bar	
Drive-through Restaurants in a Free-Standing Building	
Employee's cafeteria or coffee shop as an accessory use where integrated with and clearly incidental to primary use	–
Full-Service Sit-Down Restaurants, including Walk-in Food Takeout Establishments	3.3/1,000 sf min.; 16.5/1,000 sf max.
Outdoor Dining	
Retail	
Antique Shops	3.3 spaces per 1,000 sf min.; 6.6spaces per 1,000 sf max.
Clothing Stores	
Drug Stores and Pharmacies	
Electronic Equipment Stores	
Florist Shops	
Gift Shops	
Grocery Stores	

Land Use	Off-Street Parking Required
Hardware Stores	3.3 spaces per 1,000 sf min.; 6.6spaces per 1,000 sf max.
Jewelry Stores	
Music Stores	
Pet Supply Stores	
Photographic Equipment and Supply Stores	
Shoe Stores	
Specialty Foods	
Sporting Goods Stores	
Swap Meets or Flea Markets; Auctions, indoor or outdoor	
Service Commercial	
Blueprinting and Photostating	5 spaces per 1,000 sf
Building Materials and Hardware Sales	
Computer Maintenance and Service	
Contractor Supply and Home Improvement Stores	
Electrical Supply	
Equipment Sales and Rentals	
Film Laboratories	
Home Furnishings, Hardware and Appliance Sales and Repair	
Lumberyard, Building Materials, Contractor Storage: Indoor	
Lumberyard, Building Materials, Contractor Storage: Outdoor	
Plumbing, Heating, Air Conditioning Equipment Supply and Repair	
Plumbing Shops	
Product Service Center	
Tool Sales and Rentals	
Studios for Physical Activity and Instruction, including exercise and physical therapy, dance, martial arts, and similar activities (min/1,000 sf)	2 spaces per 1,000 sf
Studios: Art and Design	
Artist Studio - all media	2 spaces per 1,000 sf
Photography Studio	
Studios: Motion Picture and Television	
Post-Production Studios	2 spaces per 1,000 sf
Recording Studio	
Television, Movie, and Media Arts Production Studio	

Land Use	Off-Street Parking Required
Schools	
Business and Professional Practice	8 spaces per 1,000 sf
Nursery School/Day Care Facilities	Determined for each conditional use permit based primarily upon the facility's licensed capacity, type of care and number of employees
Performing and Fine Arts	8 spaces per 1,000 sf
Vocational Training for Trades	8 spaces per 1,000 sf
Utilities	
Commercial Antennas	–
Electrical Distribution and Transmission Substations, Gas Metering and Regulation Stations, and other Similar Public Utility Structures or Uses	–
Telephone, Communication exchange or Equipment Building	–

Fernando City Code Chapter 106 (Zoning) Article V, Division 3, Subdivision III, Section 106-868.

i. The perimeter of parking areas and driveways must be landscaped as described herein above in 6.3 Landscaping & Screening.

ii. 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.

3. **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.

4.8. NOISE

1. **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.).

4.9. MUNICIPAL CODE STANDARDS

1. **Applicable Regulations.** The development and occupancy of property in the Corridors Specific Plan 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 Corridors Specific Plan as specified herein above shall supersede any conflicting regulation of the municipal code.

CHAPTER FIVE:
DESIGN GUIDELINES

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5.1 PURPOSE

The design guidelines in this chapter provide direction for the design of buildings, appurtenances and site elements. The materials, methods, and forms herein are recommended. Alternative forms may be permitted when approved in writing by the Community Development Director, based on a finding that they conform to the design intent of this Specific Plan or are otherwise required by law. The design guidelines in Sections 5.3 - 5.6 are organized by *city district*, to ensure that the development, activities and visual character of each district work together to create a cohesive identity (see Figure 4.1 in Chapter 4).

5.2 FRONTAGE TYPES

Frontages are critical to defining district character, both in appearance and function. Frontages are comprised of the street facade of a building, including any projecting elements, and the landscape, hardscape, walls and fences of the front yard where present. Frontages provide an appropriate transition from the public environment of the street to the semi-private and private environments of street-facing ground floor spaces and front yards. They also signal the location of the building entrance and provide a semi-public space within which patrons, neighbors and visitors can interact. Frontages can also help to screen any on-site parking areas.

All buildings should provide at least one street-facing primary pedestrian entry and street-facing windows on all floors as shown in Table 5.1 below. The Frontage Types herein may modify the configuration of those doors and windows but should not replace them.

TABLE 5.1. RECOMMENDED FRONTAGE TYPES

Standard	District and Sub-District					
	M	D	MUC	AC	WF	GN
A. Recommended Frontage Types						
All street-facing facades should provide at least one (1) of the frontage types listed below.						
1. Arcade	–	P	P	P	–	–
2. Gallery	–	P	P	P	–	–
3. Shopfront	–	P	P	P	P	–
4. Stoop	–	P	P	–	P	P
5. Porch	P	–	–	–	–	P
6. Dooryard	–	P	P	–	P	P
B. Permitted Encroachments						
1. Encroachments into Public Right-of-Way (ft.)						
a. Canopies and awnings, provided they allow for eight feet clear height above sidewalk grade (ft.)	6 max.	6 max.	6 max.	0	0	0
2. Encroachments into Primary Street and Side Street Setback (ft.)						
a. Arcade, Gallery	0	0	0	0	0	
b. Porch, Stoop	5 max.	5 max.	5 max.	5 max.	0	
c. Door Yard	1 ft. from property line					
d. Upper Floor Balconies, Bay Windows	5 max.	5 max.	5 max	5 max	5 max.	
e. Exterior Stairs	5 max.	5 max.	5 max	5 max	0	

A. SHOPFRONT

1. **Description.** Shopfronts are large openings in the facade at or near the sidewalk, enclosed with doors and transparent glass in a storefront assembly. The primary shop entrance is at the grade of the sidewalk and provides direct access to the commercial/retail use(s) on the ground floor. The basic required architectural elements comprising the storefront are large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, cantilevered shed roof or canopy, signage, lighting, and cornices.

   Awnings or canopies may encroach into the public right-of-way over the sidewalk, extending to a distance within two feet of the face of curb. Primary Street and Side Street setbacks, if any, are to be paved with a paving material that is consistent with or matches the adjacent sidewalk.

2. **Design Standards.**

   a. Storefront assemblies (doors, display windows, bulkheads, and associated framing) should not be set back within the Shopfront openings more than 2 ft.

   b. Doors should match the materials, design, and character of the display window framing. "Narrowline" aluminum doors are prohibited.

   c. Display windows:

      i. Storefront(s) opening(s) along the primary frontage should comprise at least 70 percent of the ground floor wall area.

      ii. Walls without openings should not exceed 10 linear feet along Primary Street frontages and 25 linear feet along Side Street frontages.

      iii. Storefront glass that is clear, lightly tinted (e.g., less than 15%, low emissivity, solar) without reflective coating or dark tinting is encouraged. Instead, frontage types such as arcades and galleries and architectural elements such as awnings and canopies are encouraged to shade shopfront openings.

      iv. Transom windows (horizontal glass panels immediately above the storefront) are encouraged. Glass in clerestory windows may be clear, stained glass, or frosted glass.

FIGURE 5.1. SHOPFRONT DIMENSIONS

Frontage Element		Min.	Max.
a¹	Height to top of transom (clear)	*10 ft.*	*16 ft.*
a²	Height to bottom of awning/canopy (clear)	*8 ft.*	*10 ft.*
b	Width of storefront bay(s)	*10 ft.*	*15 ft.*
c	Height of bulkhead	*1 ft.*	*3 ft.*
d	Glass area % of ground floor wall area	*70*	*90*
e	Storefront on second frontage	*25 ft.*	–

d. Bulkheads:
   i. Storefront bulkheads should be of material similar or complementary to the main materials of the building and should be made of the same materials or materials that appear to be visually "heavier" than the adjacent walls.
   ii. Recommended materials include ceramic tile, polished stone, or glass tile.

e. Awning widths should correspond to storefront openings and shall not extend across the entire facade.

f. New or renovated storefronts within historic buildings should emulate or recreate a previous storefront (from historic photos or drawings) in order to harmonize with the overall building architecture. This can be flexibly interpreted, for example, when the general form of a new storefront is like the original but the materials are contemporary.

Large glazing area of display windows, glass door, clerestory and retractable awnings.

Shopfronts behind an arcade with prominent, stylized awnings between each arcade opening.

Large glazing area of display windows, wood bulkhead under windows, glass entry door, and awning.

B. ARCADE

1. **Description.** Arcades are facades with a ground floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise.

   Planter boxes or pots may be placed in between the columns to provide enclosure for such uses as cafe seating.

2. **Design Standards.**

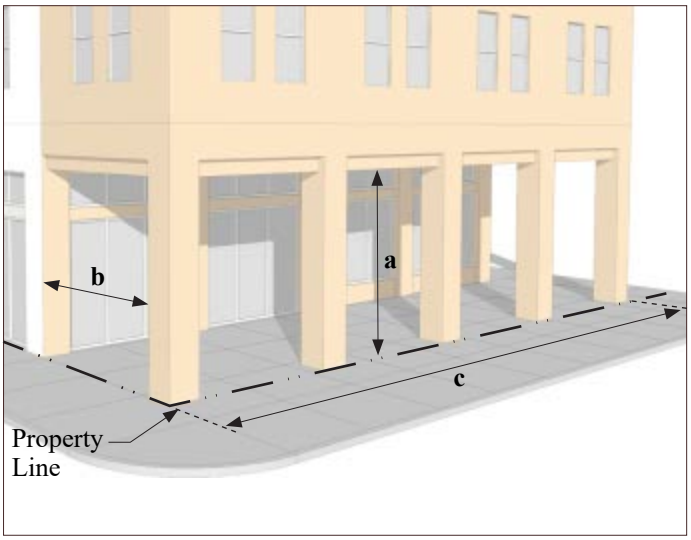
   a. Arcades should be no less than 10′ wide clear in all directions.

   b. Along primary frontages, the arcade column spacing should correspond to storefront openings.

   c. Column height should be four to five times the column width. Column spacing and colonnade detailing, including lighting, should be consistent with the style of the building to which it is attached.

   d. Along Primary Street, walls without openings should not exceed 10 linear feet.

FIGURE 5.2. ARCADE DIMENSIONS



	Frontage Element	Min.	Max.
a	Height (sidewalk to ceiling)	*12 ft.*	*16 ft.*
b	Depth (facade to interior column face)	*8 ft.*	*16 ft.*
c	Length along frontage (percent of building facade width)	*75*	*100*

Example of an arcade with a ground floor colonnade and shopfronts.

C. GALLERY

1. **Description.** Galleries are facades with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

   Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating, provided that adequate throughway access is maintained.

2. **Design Standards.**

   a. Galleries may be roofed. When roofed, the materials, style and design should be consistent with the building.

   b. Galleries should be combined with the Shopfront type (Section 5.10.020).

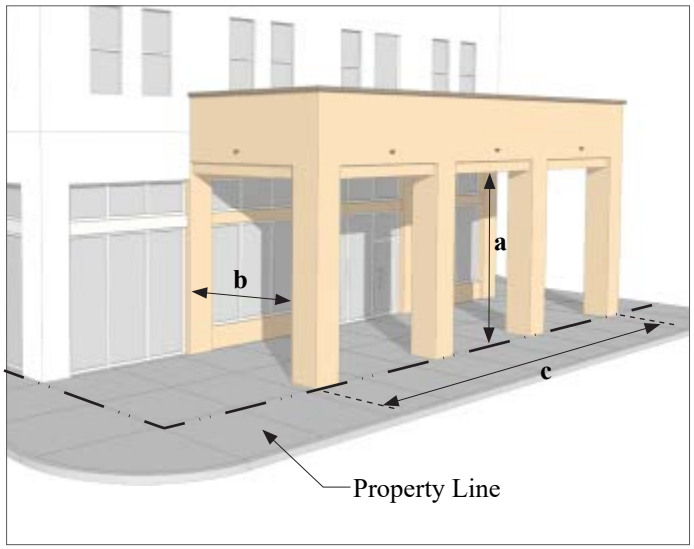
   c. Galleries may encroach over the sidewalk in the public right-of-way, subject to the issuance of an encroachment permit or license agreement prior to issuance of a building permit.

   d. Column height should be four to five times the column width. Column spacing and colonnade detailing, including lighting, should be consistent with the style of the building to which it is attached.

   e. Columns should be placed in relation to curbs to allow passage around and for passengers of cars to disembark.

   f. Along primary street, walls without openings should not exceed 10 linear feet.

FIGURE 5.3. GALLERY DIMENSIONS



	Frontage Element	Min.	Max.
a	Height (sidewalk to ceiling)	*12 ft.*	*16 ft.*
b	Depth (facade to interior column face)	*12 ft.*	*16 ft.*
c	Length along frontage (percent of building facade width)	*75*	*100*

Ground floor shopfronts and colonnade with a covered deck above.

D. STOOP

1. **Description.** A stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is raised to provide privacy for the rooms facing the public street. This frontage type is ideal for ground floor housing that is near the street.

2. **Design Standards.**

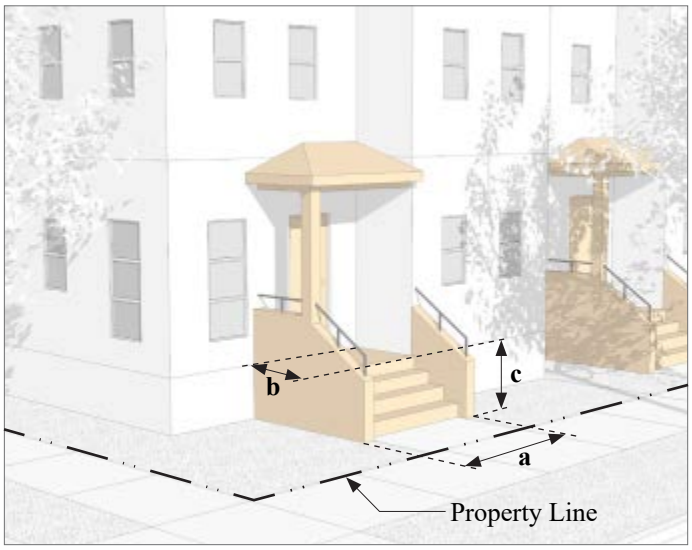
   a. Stoops should correspond directly with the building entry(s) they provide access to.

   b. The exterior stairs may be perpendicular or parallel to the adjacent sidewalk.

   c. The landing may be covered or uncovered.

   d. Landscaping should be placed on the sides of the stoop, either at grade or in raised planters.

FIGURE 5.4. STOOP DIMENSIONS



Frontage Element		Min.	Max.
a	Stoop width	*4 ft.*	*10 ft.*
b	Stoop depth (not including stairs)	*4 ft.*	*10 ft.*
c	Stoop floor height (measured from adjacent finished grade)	*18 in.*	*3 ft.*
d	Planter/fence height	–	*3 ft.*

Stoop Example - stairs, landing, and landscape area.

E. DOORYARD

1. **Description.** An elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Door Yards, access from the sidewalk to the Door Yard is via a stair or ramp.

   The Door Yard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Door Yard and in the case of raised Door Yards, by the terrace height.

2. **Design Standards.**

   a. Door Yards are enclosed by decorative low walls.

   b. The average grade of elevated door yards should not be more than three feet higher than the adjacent sidewalk or public open space. Walls may extend an additional two (2) feet in height and fences or railings to the height required by the California Building Code (CBC).

   c. Wall and/or fence design, materials, and finishes should be consistent with the architectural style of the building.

FIGURE 5.5. DOOR YARD DIMENSIONS

	Frontage Element	Min.	Max.
a	Size of Terrace	per building setback	
b	Wall height above adjacent sidewalk	–	*4 ft.*
c	Wall height above terrace floor	–	*3 ft.*
d	Door Yard terrace floor height above adjacent sidewalk	–	*3 ft.*
e	Fence/rail height above terrace floor	per CBC	

Door Yard Example - an outdoor patio for a single family house.

Door Yard Example - outdoor seating areas raised above the adjacent sidewalk and accessed by stairs. A low wall above the terrace level provides a place to sit.

F. PORCH

1. **Description**. A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.

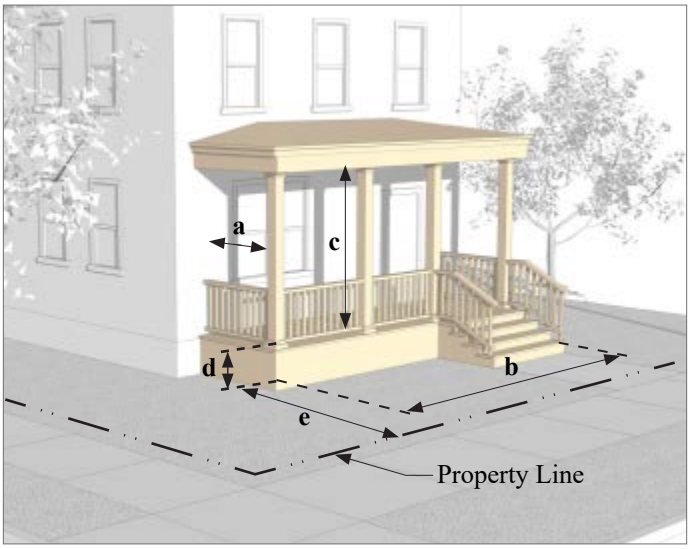
2. **Design Standards**.

   a. Porch materials and design shall be compatible with the design of the rest of the building.

   b. Front yards shall be landscaped. Paved areas shall be limited to walks and driveways, where present.

   c. Porches may be enclosed with insect screens if recessed from the exterior wall plane and if visibility is maintained from the sidewalk.

FIGURE 5.6. STOOP DIMENSIONS



Frontage Element		Min.	Max.
a	Porch depth (between wall and inside column face)	*7 ft.*	–
b	Porch width (between corner columns)	*12 ft.*	–
c	Porch height (measured from porch surface to top of porch columns)	*8 ft.*	*12 ft.*
d	Floor height (measured from adjacent finished grade)	*18 in.*	*3 ft.*
e	Separation between porch and fence or sidewalk.	*5 ft.*	*n/a*

Porch Example - raised porch and front yard create separation from street while maintaining relationship with sidewalk.

5.3 THE DOWNTOWN DISTRICT, THE MIXED-USE CORRIDOR DISTRICT, AND AUTO COMMERCIAL DISTRICT

A. INTENT

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".

B. BUILDING MASS AND INCREMENT

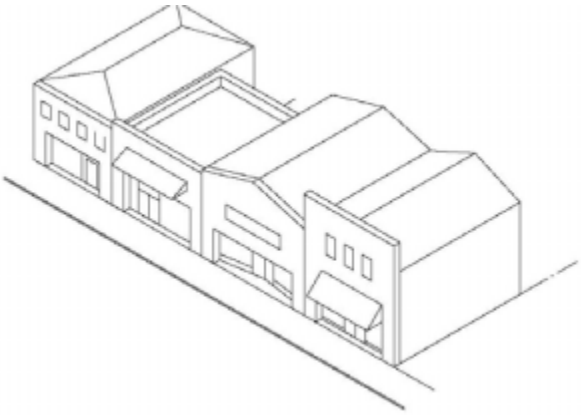
1. **<u>Building Siting and Orientation</u>.** Buildings should be sited to define the street edge of the Maclay and San Fernando corridors in the Downtown District, by establishing a continuous building wall along their primary street frontages.

   a. 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.

   b. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street.

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

Frontages should be public in nature and open to view from the street.

c. 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.

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:

   a. Vertical architectural features:

      i. 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.

      ii. Apply a vertical slot or recess between facades with a six (6) inch minimum recess depth and a fifteen (15) inch minimum width.

   b. Individualized roof forms:

      i. Use variation in roof forms to subdivide the building profile, by utilizing different forms over towers, bays or other building volumes.

      ii. Utilize a change in roof pitch or orientation at special places along the facade.

   c. Towers or building volumes:

      i. 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.

      ii. Insert a tower with a roof extending above the main building volume, into the facade.

   d. Window/façade composition:

      i. 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

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 scaled 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.

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

e. Change in storefront facade:

   i. 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.

   ii. 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.

3. <u>Horizontal Mass - Residential Buildings within the Mixed-Use Corridor Sub-District</u>. 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.

a. Openings and Façade Elements:

   i. 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.

   ii. Use building projections, overhangs or other articulation at entranceways of each module to clearly mark the entrance to each unit or module of units.

b. Building Volume and Massing:

   i. 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.

   ii. 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.

c. Building Wall:

   i. 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.

   ii. 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.

d. Individualized Roof Forms:

   i. 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.

   ii. 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.

4. <u>Base Treatment</u>. 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:

a. 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.

b. 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.

5. <u>Corner Buildings</u>. 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:

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.

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.

c. A storefront, building protrusion, bay, porch element or arcade that wraps around the corner.

d. A corner entrance that protrudes or is cut-away from the corner.

e. A change in roofline; such as a gabled end to mark the corner.

6. <u>Main Entrance</u>. 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.

a. At all buildings, entrances should be clear and easily identifiable, using one or more of the following treatments:

i. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;

ii. 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;

iii. 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;

iv. Denoted by a single arch or series of arches to indicate entry. Arcaded entry porches or passageways are also recommended;

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

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

b. 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.

i. 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.

ii. Indicated by a recessed entrance, for example a vestibule or lobby.

c. 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:

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

ii. Low hedges or walls, with or without 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.)

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

iv. A rise in grade (of two to three feet) from the public roadway to the residence if no dooryard is defined, to protect the privacy of residential units.

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

7. <u>Accessory Buildings and Additions</u>. 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:

a. The existing siding should be carried onto the addition or building.

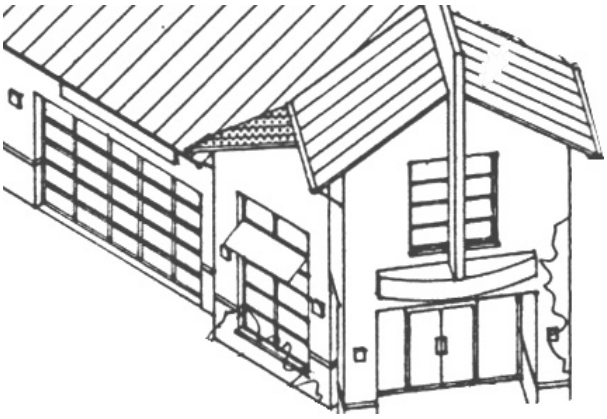
b. Buildings should include articulation in the form of windows and doors, in the same style as the main structure.

c. Additions should continue the existing roofline. Buildings should follow the roof style of the main building.

8. <u>Loading and Service Entrances</u>. Loading and services entrances should not intrude upon the public view, or interfere with streetfront activities.

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.

a. 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.

b. 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.

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

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.

a. The pedestrian entrance to a parking structure or podium should be designed as an easily noticeable change within the facade treatment.

b. 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.

c. 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.

d. Exposed podiums are prohibited to face Maclay Avenue, San Fernando Road, Truman Street, or other primary streets.

e. 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.

C. ARCHITECTURAL STYLE

The following discussion 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:

1. <u>Elements of Mission architecture</u>.

- 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.

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.

2. **<u>Elements of Spanish Colonial Revival architecture</u>.**

- 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

3. **<u>Elements of Mediterranean architecture</u>.**

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

4. **<u>Elements of the Monterey style</u>.**

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

5. **<u>Elements of the Art Deco style</u>**

- 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

6. **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

D. FACADE COMPOSITION

1. **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.

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

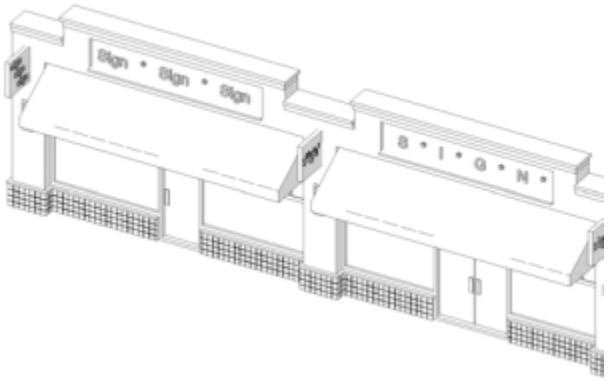
      i. Stucco: Stucco, cement plaster or stucco-like finishes are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade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

      ii. Brick: 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.

      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 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.

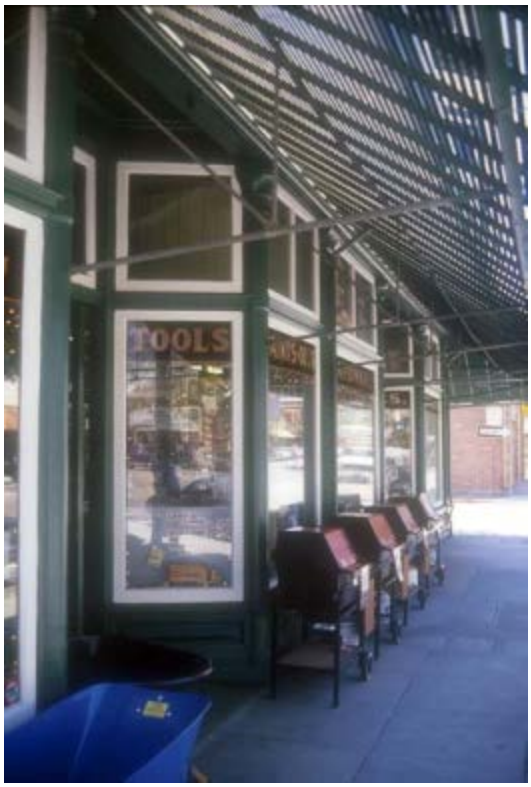
   b. *Accent materials* may be used as to add interest and variety at a more intimate scale, for example along architectural elements such as cornices, or on portions of buildings or walls. Accent materials include stucco, brick and wood, as listed above, and also include:

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.

i. 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.

ii. 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.

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 recommended.

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 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.

iii. 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.

2. **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.

   a. 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.

   b. At upper stories, windows should encompass *a minimum* of twenty-five percent (25 %) of each floor's facade.

   c. 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).

   d. 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.

   e. 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.

      i. 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.

      ii. 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.

   f. 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

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

Horizontal ornament can be used as facade decoration.

glass area framed, for example thicker framing members at larger windows.

g. 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.

h. Aluminum sliding windows should be designed to have substantial framing members, at a minimum width of two (2) inches.

i. 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.

j. 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.

k. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

3. <u>Doors</u>. 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:

a. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.

b. Windows and glass are recommended to provide visibility into ground-floor establishments.

c. Doorways leading to upper story uses should be distinguishable from those leading to retail establishments.

4. **<u>Openings and Façade Elements</u>**. 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:

a. Awnings, trellises, canopies, and other building-mounted accessories over storefrontsSingle, 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:

i. Storefront Awnings - Colored fabric mounted over a metal structural frame or permanent architectural awnings utilizing

Flat roofs should be edged with architecturally profiled cornices ...

... or with shaped parapets.

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

materials from the building architecture are both acceptable. Internally illuminated fabric awnings with signage should not be used.

ii. 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.

b. 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.

c. Architectural ornament and detailing, including:

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

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

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

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

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

E. ROOFS

1. <u>Roof Types</u>. Downtown District buildings should have a highly articulated roof profile, created through a range of roof forms, varying building heights, interesting cornices.

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

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

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

iii. 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 (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.

Terra Cotta or concrete tile roofs are recommended.

Asphalt, slate or cement shingles may also be used.

b. Sloping roof forms may include pitched, gable, hip, and pyramidal roofs; and should be designed as follows:

i. 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.

ii. 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.

iii. Vertical roof edge fascia should be vertically sub-divided by additional horizontal layers, stepbacks, trim, and other detailing.

c. 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.

2. **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:

   a. 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.

   b. 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.

   c. 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.

   d. 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.

3. **Roof Equipment and Screening.**

   a. 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.

   b. 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.

   c. 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.

F. COLOR

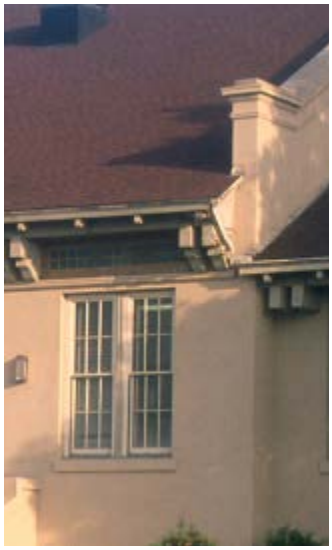
1. **Consistent Color Palette.** A consistent color palette is recommended for the Downtown District, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

   a. 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.

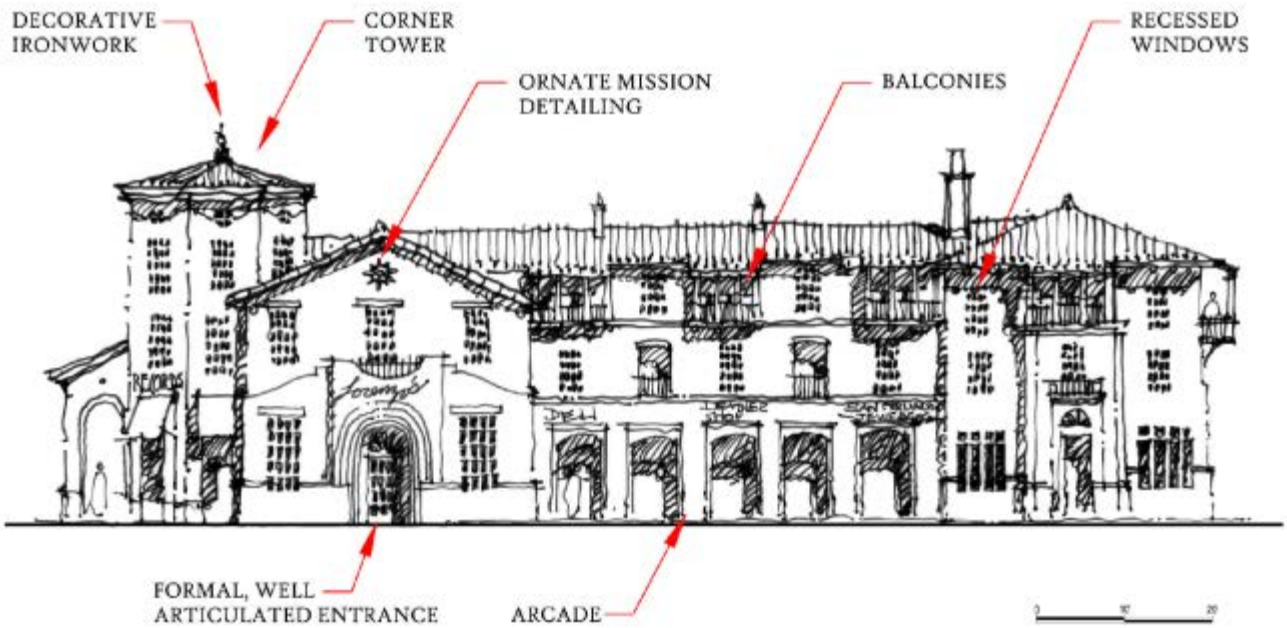
   b. Secondary and accent colors can be used to highlight special architectural features such as building bases or wainscots, columns, cornices and bands, trim on door frames, storefront elements and similar features. They may also be used sparingly at fabric awnings, banners, window frames, or special 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 96. If used in limited amounts, such as at building signage, rich and vivid colors may be used. Fluorescent colors should not be used.

   c. 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

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5.4. THE MACLAY DISTRICT

A. 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.

B. BUILDING MASS AND INCREMENT

1. **<u>Building Siting and Orientation</u>.** Buildings should be sited to define the street edge of the Maclay corridor, by establishing a strong building wall along the street frontage.

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

   b. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street.

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.

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.

c. 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).

2. <u>Horizontal Mass</u>. 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.

a. Openings and Façade Elements:

i. 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.

ii. Use building projections, overhangs or other articulation at entranceways of each module to clearly mark the entrance to each unit or module of units.

b. Building Volume and Massing:

i. 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.

ii. 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.

c. Building Wall:

i. 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.

ii. 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.

d. Individualized Roof Forms:

i. 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.

ii. 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.

3. <u>Vertical Mass</u>. 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.

a. 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:

i. 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.

ii. 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.

iii. 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.

b. All multi-story buildings should step back at sides and rear facades towards the existing neighborhoods. Methods of vertical subdivision include the following:

i. 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.

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 corner tower with a special roof.

Entrances can be denoted by a pediment or overhang.

ii. 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.

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

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

4. <u>Corner Buildings</u>. 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.

a. At major intersections, such as the intersection of Maclay Avenue with Eight Street, corner treatments may include:

i. Creation of a landmark roof form, such as a dome, conical or pyramidal roof.

ii. Creation of a corner tower with a special roof.

b. 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:

i. A storefront, building protrusion, bay, porch element or arcade that "wraps" the corner.

ii. A corner entrance that protrudes or is cut-away from the corner.

iii. A change in roofline; for example a gabled end to emphasize the corner.

5. <u>Main Entrance</u>. 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.

a. Building entrances should front onto the street, and be prominent and easy to identify, using one or more of the following treatments:

i. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;

ii. Indicated by a projection from the building façade, and covered by means of a porch or portico that projects from the building face;

iii. 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;

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

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

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

b. 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:

i. 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.

ii. 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.)

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

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

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

6. <u>Accessory Buildings and Additions</u>. 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:

a. The existing exterior finish and treatment of main structure on the site should be carried onto any addition or out-building.

Entrances should include raised stoops, front porches and landscaping.

Landscape materials can be used to accent the entry sequence.

Accessory structures should 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.

b. Buildings should include articulation in the form of windows and doors, in the same style as the main structure.

c. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

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

   a. 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.

   b. 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.

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

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.

   a. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.

   b. 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.

   c. 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.

   d. 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.

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.

   a. 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.

   b. 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.

   c. 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.

C. 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. Below are some of the primary features found in each architectural style:

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 windows and ironwork.

A Mediterranean styled home in San Fernando.

An example of the California bungalow.

1. **<u>Elements of Mission architecture</u>.**
   - 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.

2. **<u>Elements of Spanish Colonial Revival architecture</u>.**
   - 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

3. **<u>Elements of Mediterranean architecture</u>.**
   - 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

4. **<u>Elements of the Monterey style</u>.**
   - 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

5. **Elements of the Craftsman style.**

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

6. **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

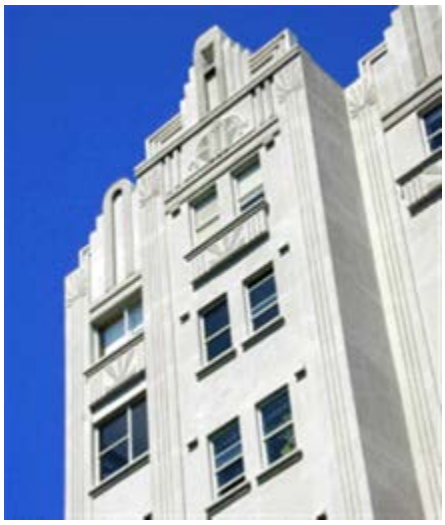
7. **Elements of the Victorian (Queen Anne and Eastlake) styles.**

- 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

8. **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

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.

9. **<u>Elements of the Streamline Moderne style</u>.**

- 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

D. FACADE COMPOSITION

1. **<u>Building Materials</u>.** 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.

   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.

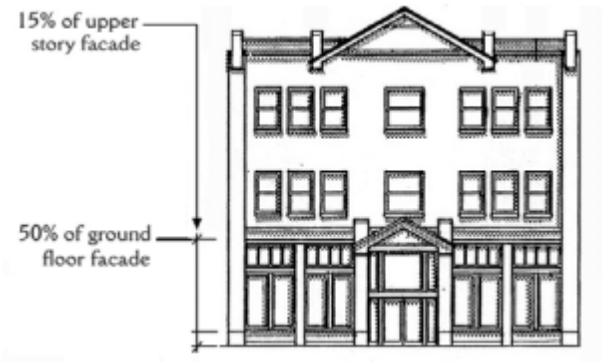
b. *Accent materials* may be used as to add interest and variety at a more intimate scale, for example at porches, or at window surrounds or other architectural framing. Accent materials include stucco, brick and wood, as listed above, and also include stone and stone veneers. Stone should be used only 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 (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.



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.

2. **<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.

   a. 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.

   b. 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.

   c. At upper stories, windows should comprise a minimum of fifteen (15%) percent of each floor's façade wall surface area.

   d. 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).

   e. 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.

   f. 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.

      i. 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.

      ii. 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.

g. 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.

h. Aluminum sliding windows should not be used.

i. 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.

j. 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.

k. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

3. <u>Doors</u>. 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.

a. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.

b. Doorways leading to upper story uses should be distinguishable from those leading to retail establishments.

4. <u>Openings and Façade Elements</u>. 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.

a. 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.

b. 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

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.

architecture styles. Designs should include sufficient articulation, such as bay windows, entrance vestibules and dormers, to create appropriately scaled, interesting facades.

c. 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.

d. 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.

E. ROOFS

1. **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.

   a. 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:

      i. 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.

      ii. 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.

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

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

2. **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:

   a. 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.

   b. 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.

   c. 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.

3. **Equipment and Screening.**

   a. 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.

   b. 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.

   c. 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.

F. COLOR

1. Consistent Color Palette. 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.

a. 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.

b. 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 114. At Spanish-influenced styles, accent colors should be a darker shade against a light-colored primary building wall. Fluorescent colors should not be used.

c. 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

5.5. THE WORKPLACE FLEX DISTRICT

A. 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 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.

B. BUILDING MASS AND INCREMENT

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.

   a. 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.

   b. 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.

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

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.

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.

a. Vertical Architectural Features:
   i. 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.
   ii. Use a slender tower form to accentuate a portion of the building.

b. Building Volumes and Massing:
   i. 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.
   ii. Use a vertical volume that projects above the primary building mass.

c. Building Wall:
   i. 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.
   ii. 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.

d. Individualized Roof Forms:
   i. Use variation in roof forms to subdivide the building profile, by utilizing different forms over towers, bays or other building volumes.
   ii. Utilize a change in roof type (e.g., shed to gable) or orientation at special places along the facade.

3. <u>Vertical Mass</u>. 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:

a. 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.

b. 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).

c. Pronounced architectural feature at the ground floor, such as an entrance volume, arcades, or a horizontal building projection.

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:

   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.

   c. At minor intersections, a modest articulation of the building mass may be used to join the two street facades. Treatments may include:

      i. A building protrusion or bay that "wraps" the corner.

      ii. A corner entrance that protrudes or is cut-away from the corner.

      iii. A change in roofline; e.g., a gabled end to "mark" the corner.

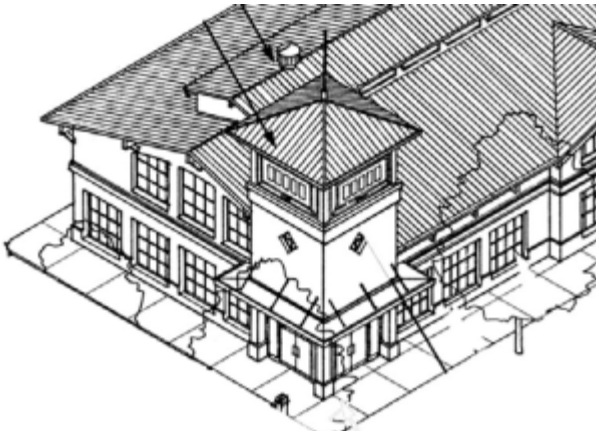
5. **Main Entrance.** The main entrance of a building should be located along the primary street façade of the building. Entrances should be designed to be consistent with the overall architectural style of the building.

   a. 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.

   b. At all buildings, entrances should be clear and easily identifiable, using one or more of the following treatments:

      i. 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;

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



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 to the upper floors of this building is highlighted by tile surround.

ii. 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.

iii. Denoted by a single arch or series of arches to indicate entry. Arcaded entry porches or passageways are also recommended.

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

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

vi. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface.

c. Where buildings include a mix of uses, entrances to upper story uses should be clearly distinguishable in form and location from retail and workplace entrances, through the following treatments.

i. 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.

ii. Indicated by a recessed entrance, i.e. a vestibule or lobby.

6. <u>Accessory Buildings and Additions</u>.
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:

a. The existing siding should be carried onto the addition or out-building.

b. Accessory buildings should include articulation in the form of windows and doors, in the same style as the main structure.

c. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

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.

a. 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.

b. 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.

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

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.

a. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.

9. Parking Podiums.

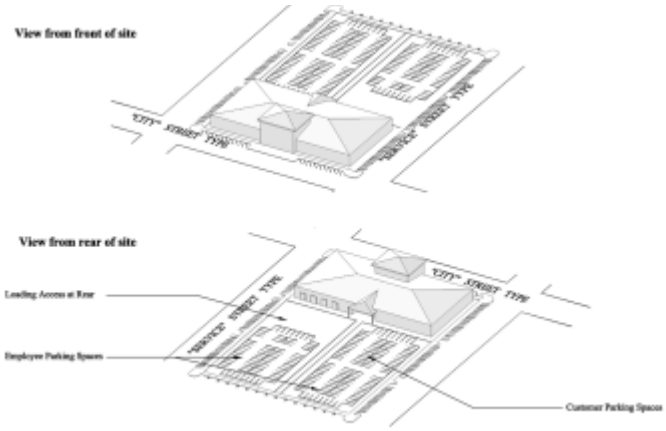
Podiums should be considered part of the building base, with wall textures, colors, and dimensional modules that are coordinated with the rest of the building.

a. No building may have more than one garage or podium entrance per street front.

b. 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.

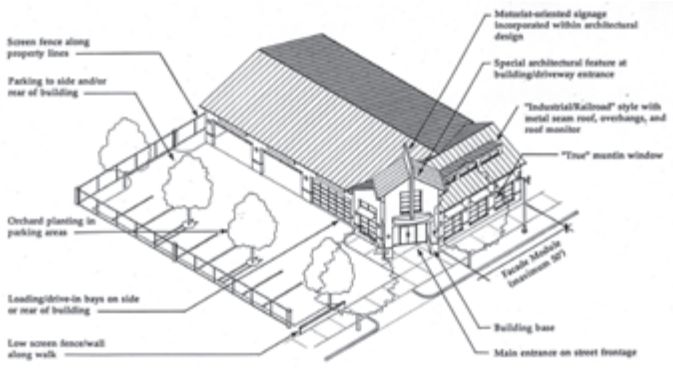
c. Vehicle entrances should be treated with architectural articulation and landscape materials, to "mark" a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.

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 building, 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 industrial building contribute to a pedestrian-friendly environment.

Storage and trash areas should be sited to the rear of the building, and not be visible from the street.

d. 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.

C. 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 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.

D. FACADE COMPOSITION

1. **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:

   a. 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.

   b. 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).

   c. Pronounced architectural feature at the ground floor, such as an entrance volume, arcades, or a horizontal building projection.

2. **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.

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

      i. 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.

      ii. 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.

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 building next to an existing industrial building.

A simple industrial building clad in corrugated metal with large street-facing windows.

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.

iv. 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.

v. 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.

b. *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:

i. 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.

ii. 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.

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. 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.

ii. 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.

3. **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.

a. Windows should comprise a minimum of twenty percent (50%) of the ground floor façade.

b. 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.

c. 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.

i. 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.

ii. 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.

d. Aluminum sliding windows should be designed to have substantial framing members, at a minimum width of two (2) inches.

Brick is an appropriate materials to be used as the primary cladding.

The street-facing mass of this industrial building provides ample street-facing windows and is articulated with canopies.

The street-facing mass of this industrial building provides ample street-facing windows and is articulated with canopies.

The facade of this industrial buildings incorporates the products 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 industrial buildings with large windows.

e. 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.

f. 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.

g. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

4. <u>Doors</u>. At doors leading to workplace and commercial buildings, doors should be simple in style, with clean lines that are appropriate to the buildings' style.

a. 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.

b. Doorways leading to upper story uses should be distinguishable from those leading to retail and workplace establishments.

c. 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.

5. <u>Openings and Façade Elements</u>. Buildings should maintain consistency across their façades. The overall effect of openings should create a harmonious pattern across the street wall.

a. 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.

b. 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.

E. ROOFS

1. **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.

   a. 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:

      i. 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.

      ii. 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.

      iii. Vertical roof edge fascia should be vertically sub-divided by additional horizontal layers, stepbacks, trim, and other detailing.

   b. Flat roofs with parapet walls should be treated with one or more of the following conditions:

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

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

      iii. An ornate parapet decoration, such as a pediment, may be used to add ornament to the roof form.

      iv. A single layer, flush sheet metal parapet cap (i.e., 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 (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.

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

c. Special forms such as domes, conical roofs and pyramidal roofs are recommended at entry towers.

2. **<u>Roof Materials</u>.** 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:

   a. 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.

   b. 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.

   c. 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.

   d. 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.

3. **<u>Equipment and Screening</u>.**

   a. 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.

   b. 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.

c. 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.

F. COLOR

1. **Consistent Color Palette.** 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.

   a. 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.

   b. 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.

   c. 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.

A metal industrial building with a gabled roof.

Corrugated and standing-seam metal roofing should be carefully detailed so that roof edges will not sag or bend.

COLOR PALETTE

5.6. THE GENERAL NEIGHBORHOOD DISTRICT

A. 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..

B. BUILDING MASS AND SCALE

1. **Building Site and Orientation.** Buildings should be sited to define the street edge.

   a. Buildings should orient towards the street. Buildings should not orient to parking lots at the sides or rears of buildings.

   b. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street.

   c. 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.

2. **Massing and Scale.**

   a. The portions of buildings located within 25 feet of the front setback line front directly onto Second Street should be designed per the following massing recommendations:

      i. Buildings should be horizontal in massing, and where possible should have a greater length than height.

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.

ii. Buildings should be designed as simply massed volumes that are compatible in scale and form with surrounding buildings. Recommended methods include:

a) 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.

b) Modulating taller buildings stories by stepping them down to provide one-story volumes/ wings next to one-story buildings.

c) 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

d) 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.

e) 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.

f) 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.

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.

g) Designing buildings as simple assemblies of house-scale forms that face and are accessed from the street.

iii. To be compatible in scale and form with adjacent one- or two-story buildings, portions of buildings fronting adjacent to should consider:

a) 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.

b) Orienting side yard open spaces of proposed buildings to face the side yard open spaces, where present, of adjacent buildings.

c) Introducing landscape and/or trees as a screen between existing and new buildings.

d) Excessive massing breaks, roof breaks and complicated hipped or gabled roof forms should be avoided.

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.

a. Building entrances should front onto the street, and be prominent and easy to identify, using one or more of the following treatments:

i. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;

ii. Indicated by a projection from the building façade, and covered by means of a porch or portico that projects from the building face;

iii. 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;

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

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

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.

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

b. 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 in Section 2. The following elements are recommended for residential entrances:

i. 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.

ii. 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.)

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

iv. 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.

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

4. <u>Accessory Buildings and Additions</u>.

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:

a. The existing siding should be carried onto the addition or out-building.

b. Accessory buildings should include articulation in the form of windows and doors, in the same style as the main structure.

c. Out-buildings should follow the roof style of the main building. Additions should continue existing rooflines where possible.

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.

a. Garages should be loaded from rear alleys where possible. Alleys are required to be well-lit.

b. 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.

c. 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.

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.

a. No building may have more than one (1) garage or podium entrance per streetfront.

b. 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.

c. 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.

d. 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

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.

or pergolas consistent with the architectural style of the building, decorative doorframe ornament, ornamental lighting, et cetera.

C. ARCHITECTURAL STYLE

The following discussion 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 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. Below are some of the primary features found in each architectural style:

1. 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.

2. 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

3. **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

4. **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

5. **Elements of the Craftsman style.**

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

6. **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

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.

7. **<u>Elements of the Victorian (Queen Anne and Eastlake) style</u>.**

- 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

8. **<u>Elements of the Streamline Moderne style</u>.**

- 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

D. FACADE COMPOSITION

1. **<u>Wall Materials</u>.**

a. *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.

i. 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: 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.

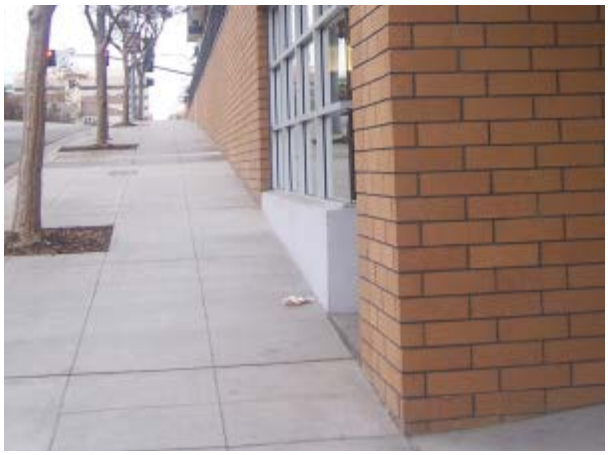
c) Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used,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

ii. 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.

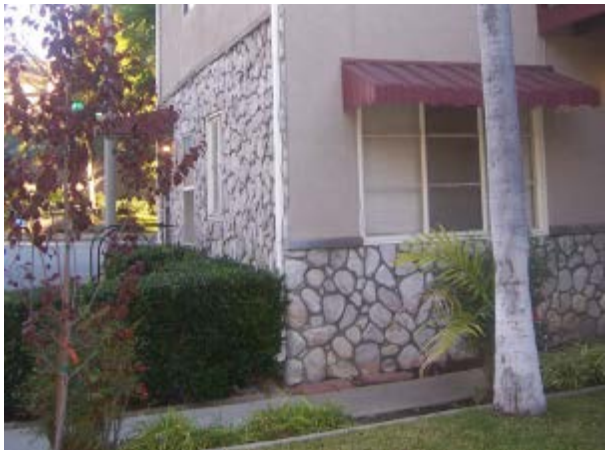
iii. Base materials are those used along the bottoms of building walls, and can be carried to vertical portions of buildings such as columns, pilasters, or piers, to impart a sense of permanence and solidity. Primary materials are often carried to the building base, but may also include:

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 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.

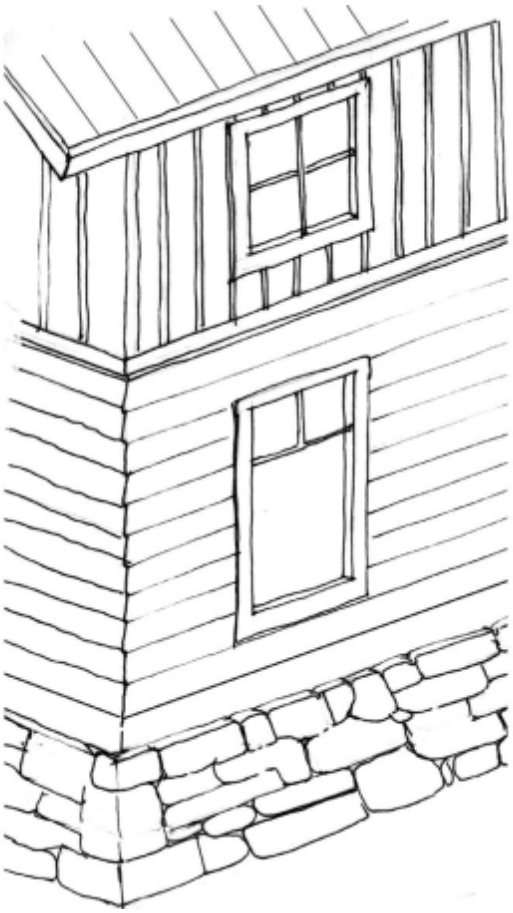


Brick veneer wraps the corner and is detailed to look like load bearing masonry.



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

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 (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.

iv. Materials to avoid or to be kept to a minimum include:

a) Simulated finishes such as artificial stone.

b) Plywood siding.

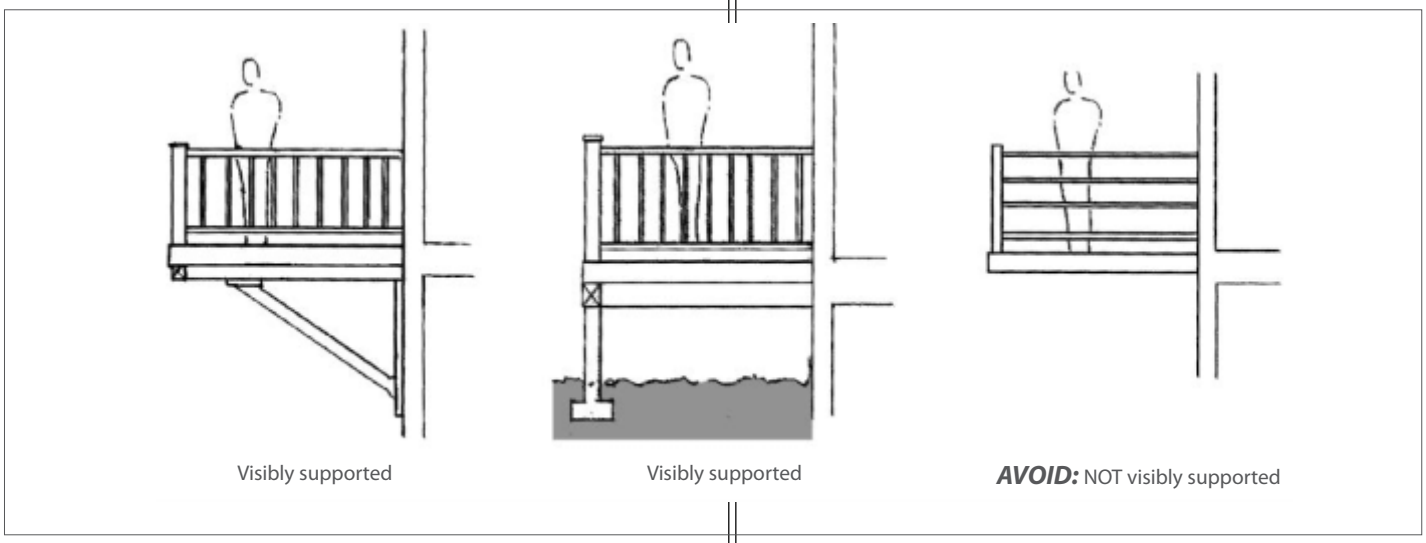
c) EIFS (Exterior Insulation & Finish System) on exposed, ground level locations.

d) Reflective materials, such as mirrored glass, shiny metal, and chrome are prohibited.

b. *Configurations.*

i. Two or more wall materials may be combined on one facade as follows:

a) 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.



Visible support of existing elements.

b) Vertical joints between different materials shall occur only at inside corners.

ii. 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.

iii. Exterior chimneys should be finished in brick, stone, or stucco.

iv. Walls clad in wood or cement fiber board siding should be stained or painted.

v. The undercroft of decks and porches should be enclosed with lattice or vertical pickets.

2. <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.

a. 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.

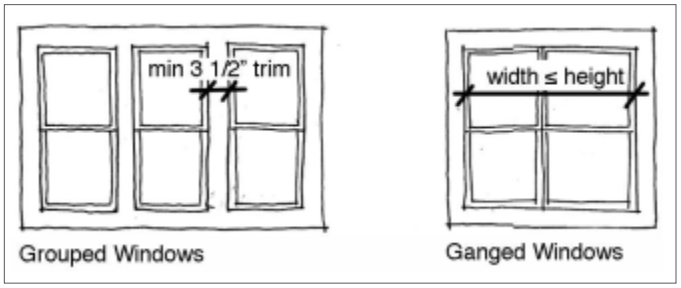
b. At upper stories, windows should comprise a minimum of fifteen (15%) percent of each floor's façade wall surface area.

c. 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).

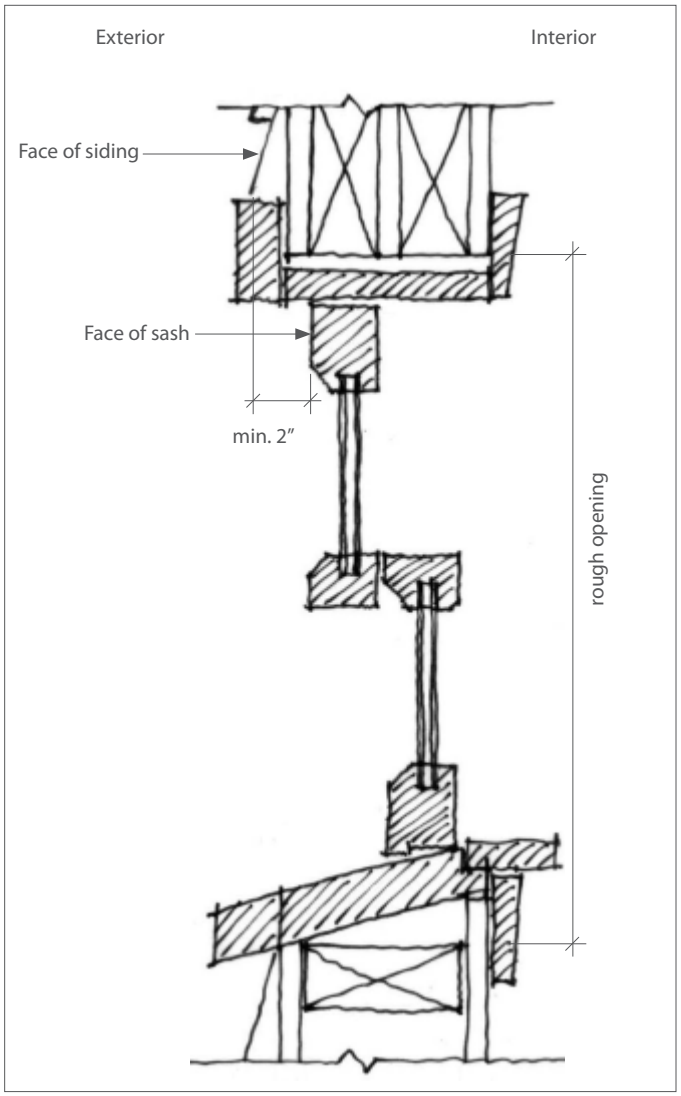
d. Where window openings are paneled, for example divided with multiple groups of vertical windows, true divided light windows or sectional windows are recommended. Snap-in muntins and those sandwiched within double-paned glass should not be used.

e. 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.

i. 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.



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.

ii. 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.

f. 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.

g. Aluminum sliding windows should not be used.

h. 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.

i. 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.

j. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

3. <u>Doors</u>. 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.

a. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.

4. <u>Openings and Façade Elements</u>. 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.

a. 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.

b. 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.

c. 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.

d. 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.

E. ROOFS

1. **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.

   a. 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:

      i. 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.

      ii. 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.

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.

iii. The vertical edge of the roof should be detailed to demonstrate additional horizontal layers, step-backs, trim, and other detailing.

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

2. <u>Roof Materials</u>. 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:

a. 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.

A Queen Anne style inspired building with blue walls and white trim.

A white Mediterranean style building with painted base.

b. 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.

c. 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.

3. <u>Equipment and Screening.</u>

a. 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.

b. 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.

c. 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.

F. COLOR

1. **Consistent Color Palette.** 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.

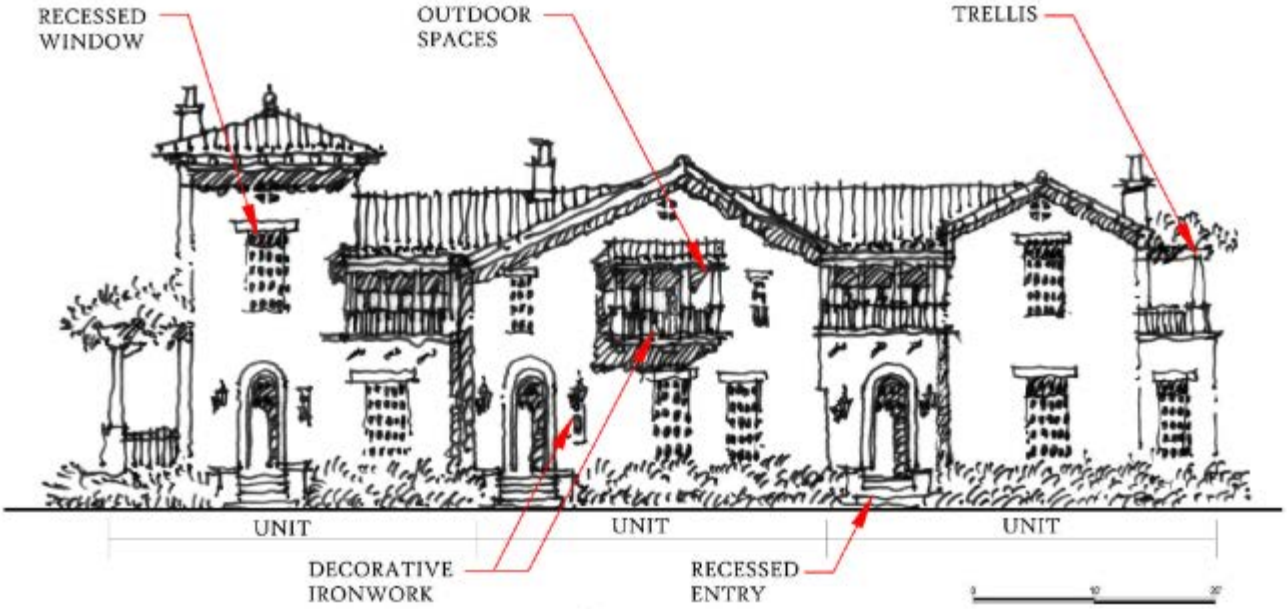
   a. Variety across adjacent buildings is recommended to personalize each building, and to contribute to a vibrant neighborhood character. Lighter colors ranging from white to soft cream, yellow and deep beige, are recommended at primary building walls, as shown on the color palette that follows. Dark colors like deep brown or black should not be used as primary wall colors.

   b. 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.

   c. 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

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5.7. SIGNAGE - ALL DISTRICTS

A. 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.

1. **<u>The Maclay District</u>.** 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).

2. **<u>The Downtown District</u>.** 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, although the primary orientation of signage in this district should be towards the pedestrian, signage should be also be visible from vehicles. 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.

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.

3. **<u>The Mixed-Use Corridor District</u>.** The Mixed-Use Corridor 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.

4. **<u>The Auto Commercial District</u>.** Where freestanding signs are used, they should not be excessively auto-oriented; new pole-mounted signs and billboard advertising are not appropriate.

5. **<u>The Workplace Flex District</u>.** The Workplace Flex District supports the continued functioning and expansion of the City's ndustrial, workshop, and large-scale commercial sectors. 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.

B. DESIGN GUIDELINES

1. **<u>Architectural Compatibility</u>.** 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.

   a. 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.

   b. 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.

2. **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.

   a. 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.

   b. Signs should typically be located at the first floor level but may be located above the second story if identifying upper story uses.

   c. 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.

   d. 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.

   e. Window signs should not obscure primary views in to and out from the storefront.

   f. 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).

3. **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.

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.

a. Wall Signs.

   i. 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.

   ii. 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.

b. Projecting Signs.

   i. 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.

   ii. 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.

c. Awning and Canopy-Mounted Signs.

   i. 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.

   ii. 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.

d. Window Signs.

   i. Clerestory windows located above the storefront are good locations for window signs.

   ii. Painted window signs where permitted should present a neat and aligned appearance. The services of a professional sign painter are strongly recommended.

   iii. Adhesive stick-on letters should not be used.

   iv. Signs identifying hours of operation, menus, newspaper reviews and other customer information should be framed, board-mounted or plastic laminated for a finished appearance.

e. Freestanding Signs.

i. 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).

ii. 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.

f. Signs in Public Parking Lots and Garages.

i. 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.

g. Temporary Signs.

i. Temporary signs that contribute to the liveliness of the streetscape, such as well-designed menu boards and sidewalk signs, are encouraged.

ii. 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.

4. <u>Materials</u>. 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:

a. Wood (carved, sandblasted, etched, et cetera). Wood should be properly sealed, primed and painted, or stained, to avoid deterioration.

b. 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.

c. High-quality ornamental materials such as stone, ceramic, brass-plate and gold leaf.

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.

d. 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.

e. 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.

f. 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.

g. 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.

5. <u>Lighting</u>. 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.

a. 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.

b. 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.

c. 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;.

d. 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.

e. Flashing and moving lights should not be used, especially with neon or in other instances where light is an integral part of the sign.

f. Recommended light sources include LED, incandescent, halogen, compact fluorescent, and metal halide.

g. Light sources that should not be used include high-pressure sodium, low pressure sodium, and bill-board-style long tube fluorescent.

6. <u>Colors</u>. 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.

a. 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.

b. 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.

c. 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.

5.8. SITE IMPROVEMENTS, FURNISHINGS, LANDSCAPE, AND LIGHTING - ALL-DISTRICTS

A. SITE IMPROVEMENTS

1. **Surface Grading.** Unnecessary grading should be minimized. Where grading is unavoidable, consider the following guidelines:

   a. 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.

   b. Follow the natural contours as much as possible, and contour slopes to blend with the existing terrain.

   c. Large manufactured slopes should be avoided in favor of several smaller slopes.

   d. Significant natural vegetation should be incorporated and retained into the project.

   e. Graded slopes should be landscaped for aesthetic and slope stability purposes.

   f. On-site water retention basins should be used.

   g. Mounding earth to elevate buildings, or "berming" earth against the side of buildings, is not recommended.

2. **Pedestrian Surfaces.** Recommended materials for pedestrian surfaces are listed below.

   a. Stone, such as slate or granite.

   b. Brick pavers.

   c. Concrete unit pavers.

   d. 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 dust-on hardener pigment is recommended.

   e. Decomposed granite.

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:

a. Special paving.

b. A recognizable scoring pattern.

c. "Bands" of pavers along the crosswalk edge.

d. Inset decorative elements.

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.

a. 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.

b. 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.

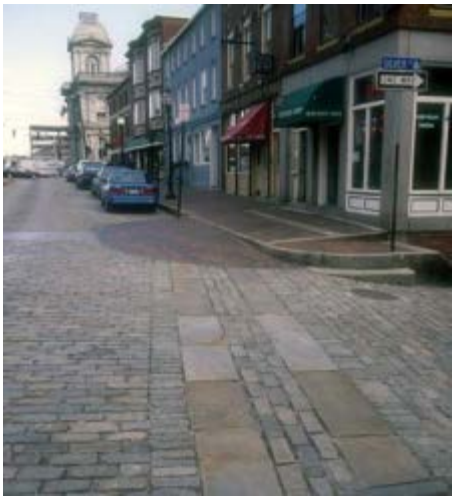
c. Pedestrian routes should be designed to enhance and connect pedestrian and transit facilities, e.g. plazas and courtyards at building entries, seating areas, shaded transit stops, public art, fountains and information kiosks.

d. Design of pedestrian systems should be integrated into the design of the building, connecting to building elements such as entrances, awnings, canopies and arcades.

e. 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.

f. 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.

g. 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.

h. 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.

B. SITE FURNISHINGS

1. <u>Fences</u>. Fences should be consistent with style, materials and design of the principal building(s),

a. Frontage Fences:

i. 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.

ii. 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.

b. Screening Fences:

i. Overall height of screening fences (at side and rear yards) should not exceed ten (10) feet in height.

ii. 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.

iii. 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.

c. Materials and Colors

i. 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.

ii. For 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.

iii. For painted wood picket fences, a protective coating should be applied. White and light colors are recommended.

iv. Chain link fencing, corrugated metal fencing and "tennis windscreens" are not permitted.

2. <u>Walls</u>. 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.

a. Frontage Walls:

i. 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.

ii. 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.

iii. Walls should generally have a cap and base treatment. A distinctive cap of different width, material or texture should occur within the top 8".

iv. Entrances and pedestrian "gateways" should be announced by pilasters, trellises, special landscaping, public art or other special features.

b. Screening Walls:

i. Overall height of screening walls (at side and rear yards) should not exceed eight (8) feet in height.

ii. 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

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.

elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials to relieve surface monotony.

iii. Mechanical equipment, trash and recycling bins, and meters should be provided with architectural enclosures or fencing, sited in unobtrusive 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.

c. Materials and Colors

i. 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.

ii. 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).

iii. 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.

iv. An anti-graffiti coating is recommended for ex posed wall surfaces

3. <u>Piers</u>. Pier and Bollard Design

v. 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.

vi. 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.

vii. 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.

viii. Piers should be at the same height or up to eighteen (18) inches higher than adjacent fencing , excluding luminaires or finials.

d. Materials and Colors

i. 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.

ii. 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.

iii. Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.

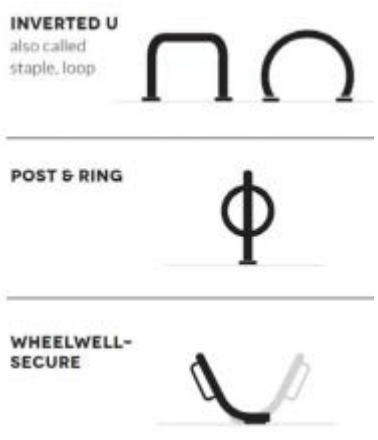
4. <u>Site Furnishings and Equipment.</u> Pedestrian furnishings and amenities should be provided where possible.

a. 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.

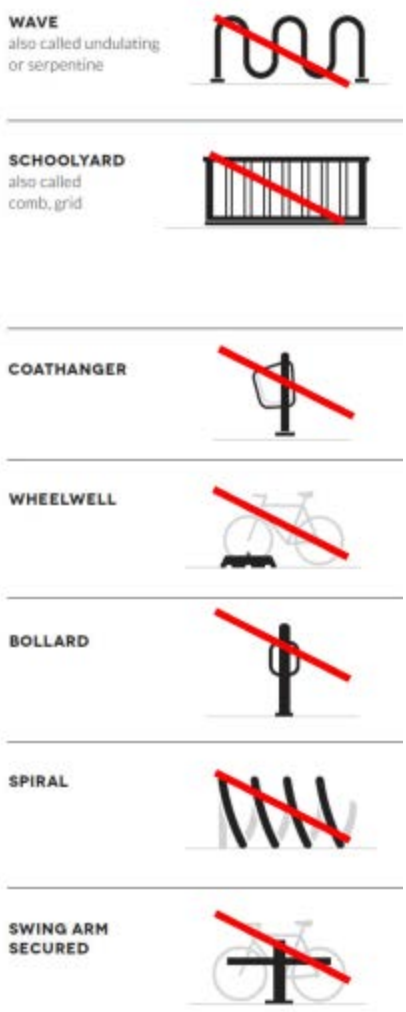
b. Newspaper vending and distribution racks (boxes) should be located in designated areas configured to accommodate them and make them visible and accessible to pedestrians; for example, spaces at street corners "bulbs" are appropriate. Racks should not be permitted to proliferate indiscriminately and 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.

Low walls can be used as planters or for seating.

Newspaper distribution as part of the streetscape.



Preferred bicycle racks styles.



Bicycle racks styles to be avoided.

c. 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.

d. 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.

4. <u>Bicycle Racks.</u>

a. Bicycle racks should strike a balance between economy (in both fabrication and maintenance), aesthetics, security and ease of use, and should meet the following functional criteria:

   i. Support bicycles at two points of contact (preventing fallen bicycles).

   ii. Allow locking of bicycle frames and wheels with U-locks.

   iii. Offer a user friendly design.

   iv. Minimize maintenance costs (galvanized finish resists corrosion).

   v. Do not require lifting of the bicycle.

   vi. Provide secure mounting.

   vii. Offer visibility to pedestrians with a minimum height of 31 inches.

   viii. Endorsed by the Association of Pedestrian and Bicycle Professionals.

b. Materials and configurations.

   i. Stainless steel, cast ductile pipe, and hot-dip galvanized steel pipe are encouraged.

   ii. Powder coating, although superior to simple paint, is discouraged because it does not sufficiently inhibit rust and the powder coat finish cannot practically be re-applied.

   iii. Bicycle racks should be mounted to concrete surfaces or subsurfaces and not asphalt.

   iv. Preferred bicycle rack styles include: inverted U, Post; post and ring; wheelwell secure. Custom-designed art rack designs are also encouraged, provided they meet

the above functional, material, and general configuration criteria.

v. Rack styles that should be avoided include wave; schoolyard; coathanger, wheelwell, bollard, spiral, and swing arm secured.

C. OPEN SPACE, LANDSCAPE AND PLANT MATERIALS

1. Open Space.

a. Common open space should be accessible to all related buildings or units. Open space should remain unlocked during daylight hours.

b. 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.

c. 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.

i. 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 fifteen (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.

ii. Common hardscape space should comprise between twenty percent (20%) and thirty percent (30%) of common outdoor area. Common roof deck space may count

A common courtyard for residential units.

Visible pedestrian pathways leading to open spaces.

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.

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.

2. **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.

   a. Street Trees:

      i. 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.

      ii. 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.

      iii. 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.

      iv. 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.

   b. Tree Types and Species:

      i. To ensure visibility to retail establishments, trees with open branching structures and canopies, at maturity, that grow above storefronts and signage are recommended.

      ii. Trees and plants at other locations should be selected and placed to reflect both ornamental and functional characteristics.

iii. Selected species should be drought and wind tolerant and minimize litter and other maintenance problems.

iv. A qualified arborist or licensed landscape architect should be consulted for final selections and installation recommendations based on site soils, drainage, and micro-climate.

v. 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.

vi. 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.

D. LIGHTING

1. Design.

a. 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.

b. Street lighting should be chosen with care, and should add to the aesthetic of the street. Lighting design should be consistent with streetscape character.

c. 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.

d. 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.

2. Materials and Color.

a. 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.

Lighting fixtures and mounting should be designed as a part of building architecture.

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.

b. Recommended paint finishes for metal include:

   i. Galvanizing beneath paint (a "duplex" system) is recommended for maximum finish life and rust resistance of steel.

   ii. A UV-protectant clear coat over paint is recommended for prevention of fading of dark or fugitive colors.

3. <u>Luminaire Type</u>.

a. Fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.

b. 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.

c. 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.

d. House side shields and internal reflector caps should be used to block light from illuminating residential windows.

e. For pedestrian-oriented area lighting, energy efficient sources with warm white color and good color rendition are recommended. Recommended lamp types include:

   i. Color-corrected metal halide [two thousand nine hundred (2900) to three thousand two hundred (3200) degrees Kelvin] are acceptable.

   ii. Color-corrected fluorescent [two thousand seven hundred (2700) to three thousand two hundred (3200) degrees Kelvin] are acceptable.

   iii. For loading areas and other non-pedestrian intensive areas, high pressure sodium, low pressure sodium, or metal halide may be acceptable for efficient lighting.

f. For accent lighting, LED, halogen incandescent and standard incandescent are also recommended.

g. Standard mercury vapor, high-pressure sodium, low pressure sodium, and cool white fluorescent are not recommended.

4. **Poles And Mounting Height.** In general, light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

   a. 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.

   b. 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.

   c. Bollard mounted lighting and step-lighting is also recommended for low-level illumination of walkways and landscaped areas.

5. **Uplighting.** Uplighting should be carefully sited and shielded to prevent spill light from visibility by pedestrians, motorists, and nearby residential dwelling windows.

   a. 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.

   b. 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.

   c. 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.

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CHAPTER SIX: CAPITAL IMPROVEMENTS

Truman Street

First Street

Truman Street Improved

First Street Improved

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, 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.

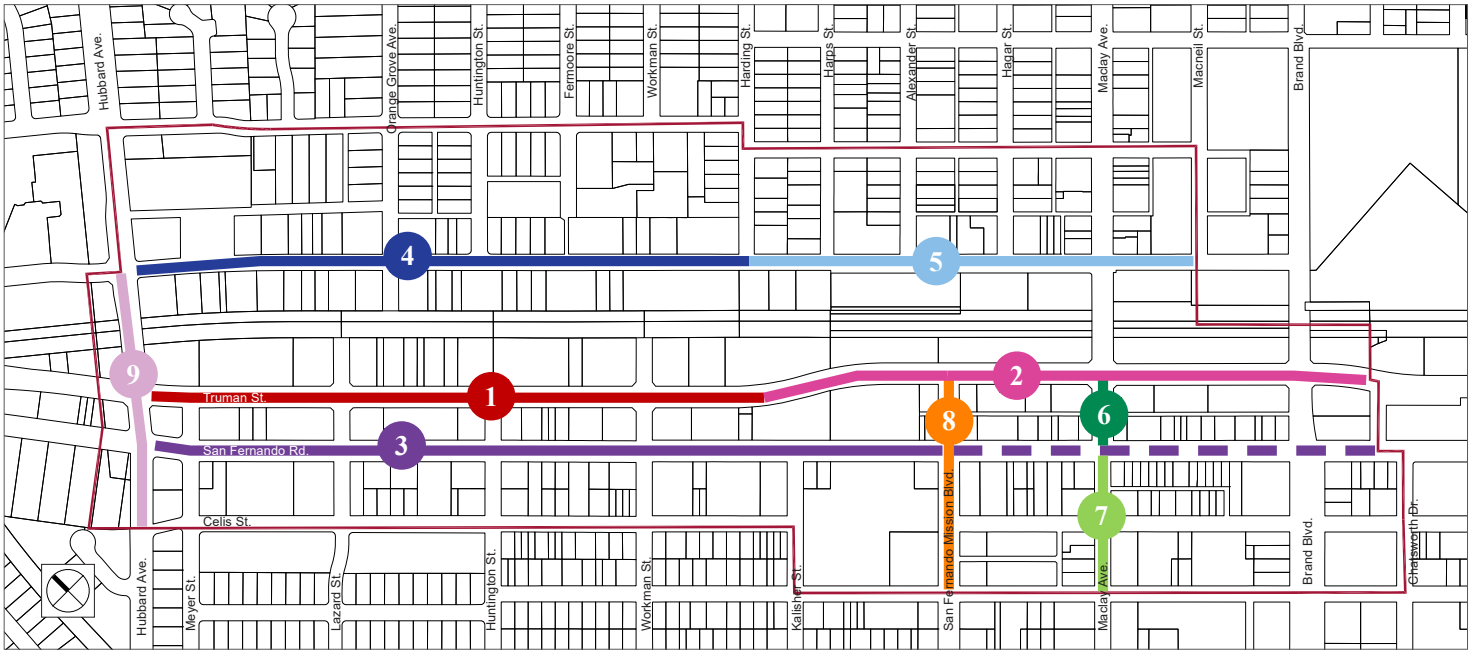
STREETS

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.

The streets that are recommended for improvement as part of this plan are shown in Figure 6.1 and the recommended improvements are shown on pages 170-181.

FIGURE 6.1 - STREET NETWORK

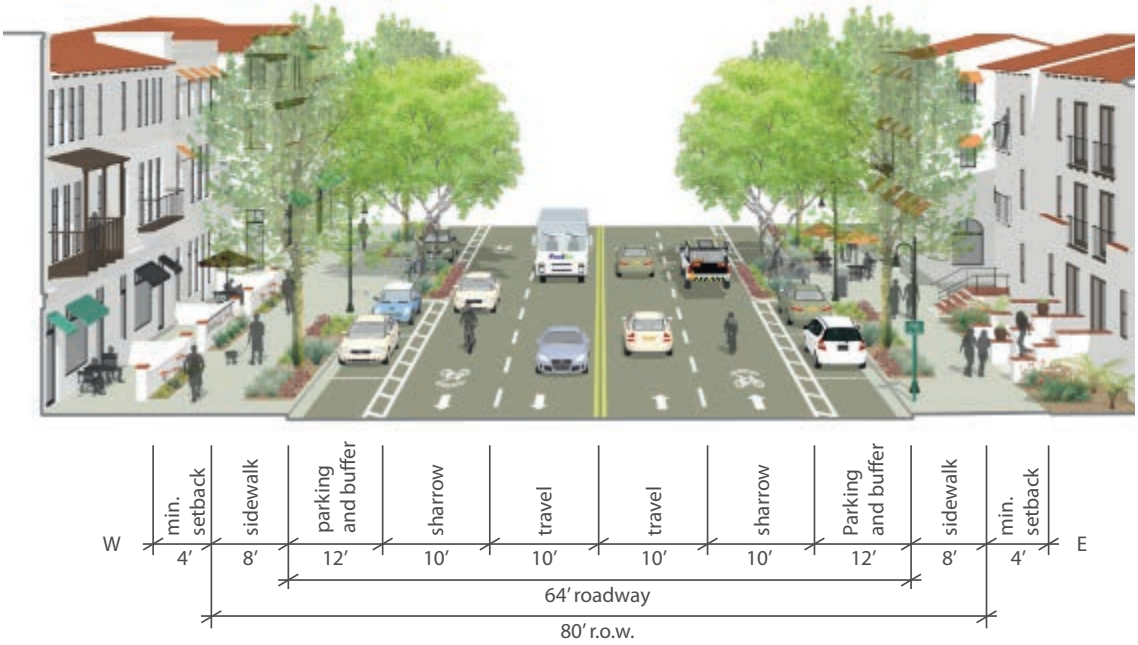


Legend

1. Truman Street
2. Truman Street in Downtown
3. San Fernando Road
4. First Street West of Harding St.
5. First Street East of Harding St.
6. Maclay Avenue 1
7. Maclay Avenue 2
8. San Fernando Mission Blvd.
9. Hubbard Avenue

1 TRUMAN STREET: ALTERNATIVE 1

HUBBARD AVENUE TO SAN FERNANDO MISSION BOULEVARD



Improvements to Truman Street between Hubbard Avenue and San Fernando Mission Boulevard 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 preserved 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 must 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 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 intersections.

C. Sidewalks: Sidewalks are widened from their existing eight (8) foot width to a minimum of twelve (12) feet by setting back buildings and dedicating the setback area to sidewalk.

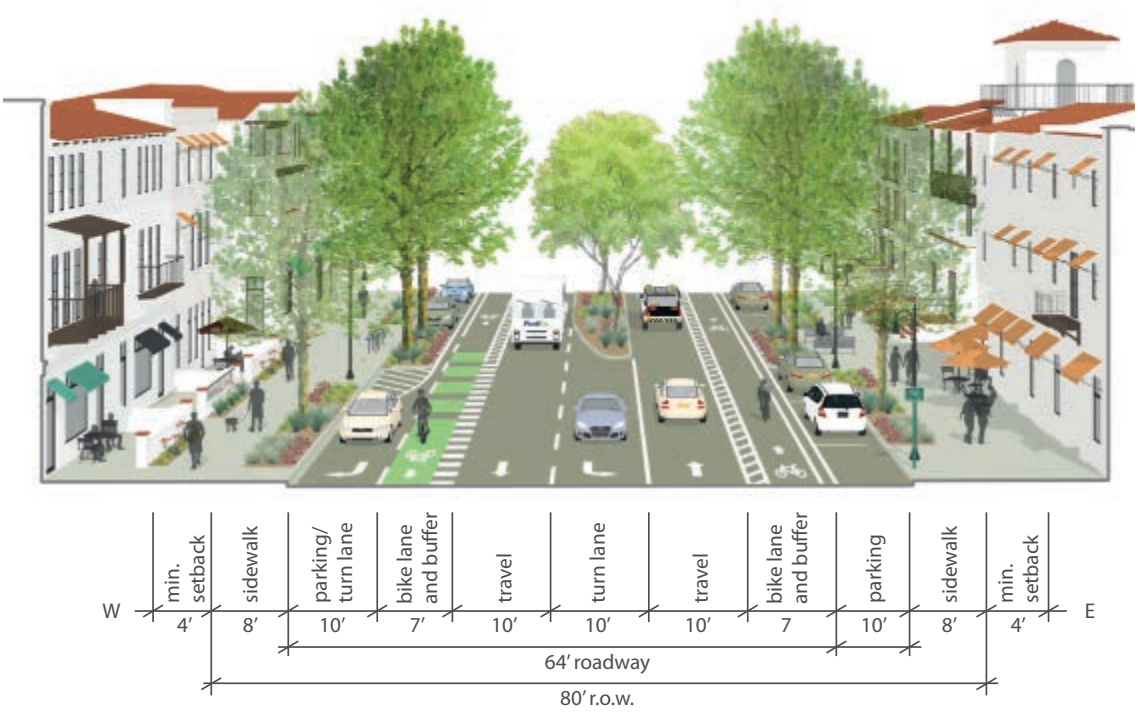
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately 32 ft. on center.

   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

MEYER TO SAN FERNANDO MISSION BOULEVARD



Since traffic loads along Truman Street between San Fernando Mission Boulevard and Hubbard Avenue, an alternative configuration could consist of one lane and a Class II bike lane 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.

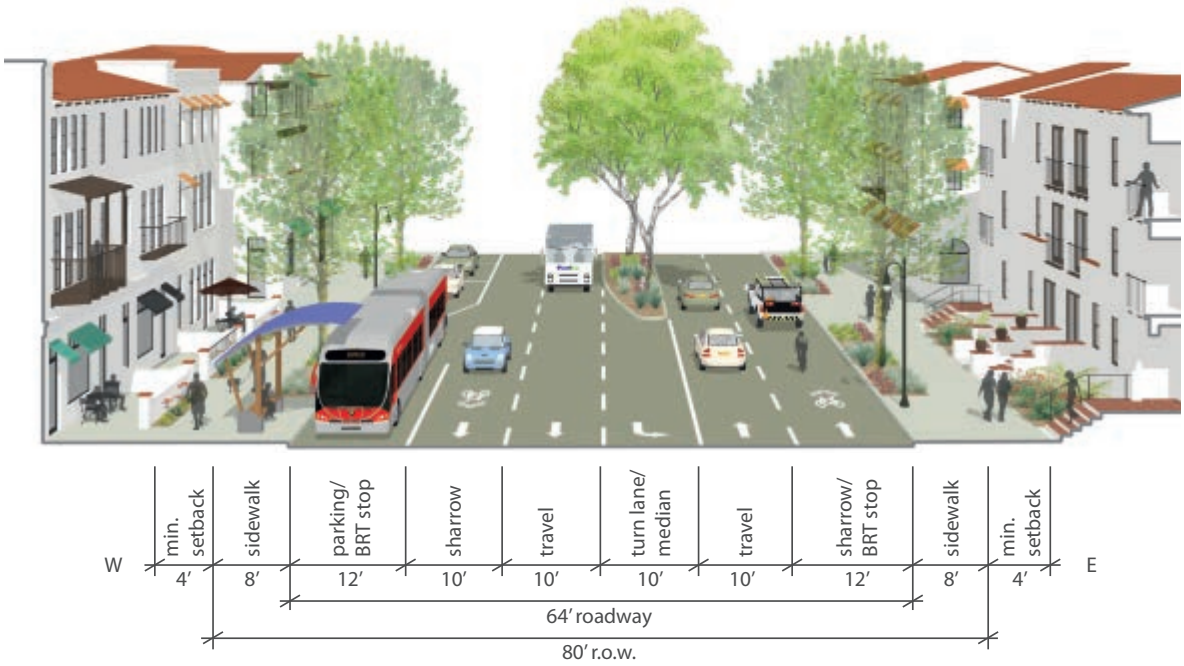
D. Sidewalks: Sidewalks are widened from their existing eight (8) foot width to a minimum of twelve (12) feet by setting back buildings and dedicating the setback area to sidewalk.

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 TRUMAN STREET IN DOWNTOWN: WITH CENTER TURN LANE

SAN FERNANDO MISSION BOULEVARD TO BRAND BOULEVARD



Improvements to Truman Street between San Fernando Mission Boulevard and Brand Boulevard 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 introduced along the south side 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. Improvements occur within the existing right-of-way and curb-to-curb widths. Improvements must incorporate the following:

A. Travel lanes: two (2) lanes in each direction with a shared center turn lane. In the northbound direction, the curb side lane is twelve (12) feet wide and the median side lane is ten (10) feet wide. In the southbound direction, both travel lanes are ten (10) feet wide. The curb side lanes are marked as sharrows, a shared bicycle and traffic lane. Left turn and right turn lanes are provided as needed.

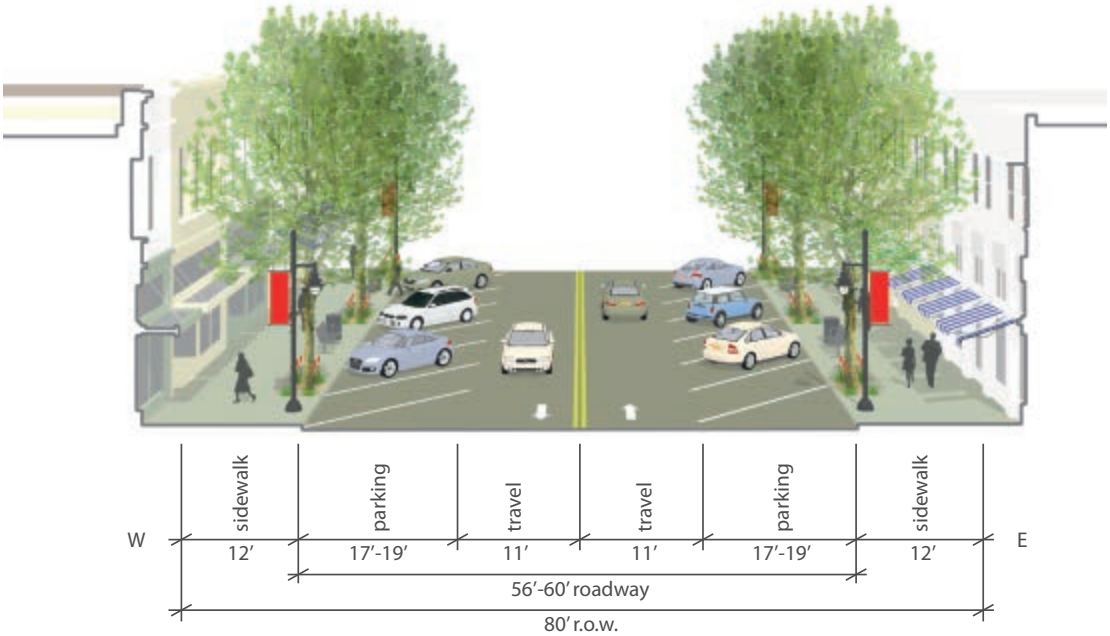
B. Street parking: Twelve (12) foot wide parallel parking lane along the south side of the street. Where bus stops occur, whether local or bus rapid transit (BRT), parallel parking is prohibited to provide a place for buses to turn out. Bus stops are designed per the appropriate transit provider requirements.

C. Sidewalks: Sidewalks are widened from their existing eight (8) foot width to a minimum of twelve (12) 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 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.

3 SAN FERNANDO ROAD ALTERNATIVE 1



Improvements to San Fernando Road 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. Reverse angled parking is permitted, subject to review by the Public Works Director.

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.

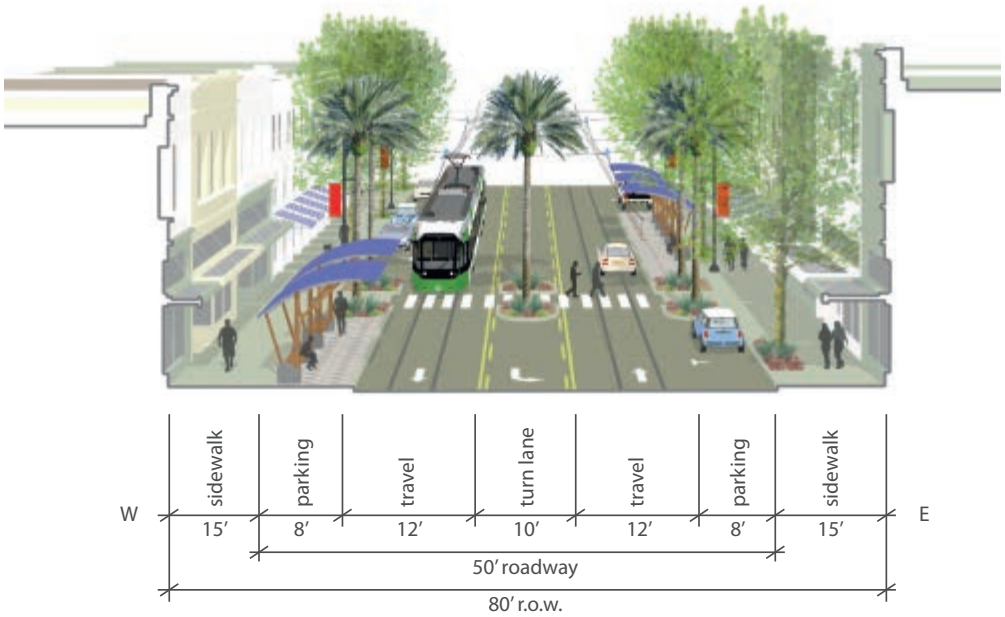
E. Street Lights:

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.

3 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:

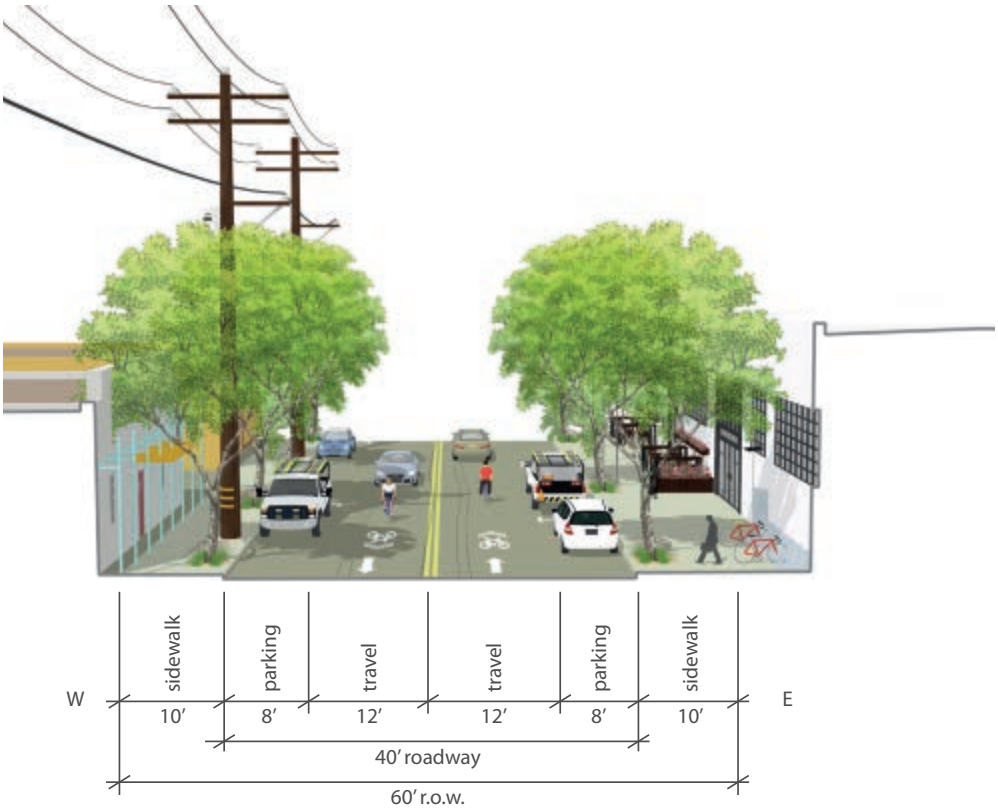
1. Between Brand Boulevard and San Fernando Mission Boulevard: New double-head, pedestrian-scale lights shall be installed to be consistent with tree planting, at approximately thirty-two (32) feet on center along the public right-of-way.

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.

4 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.

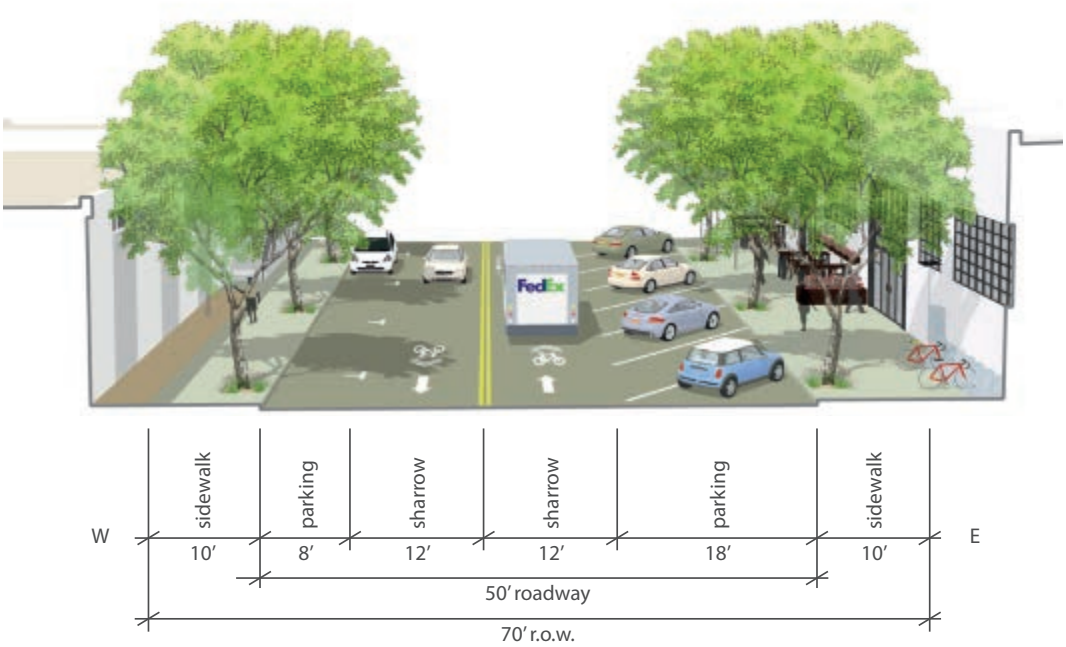
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately 32 ft. on center.

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.

5 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. Reverse angled parking is permitted, subject to review by the Public Works Director

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

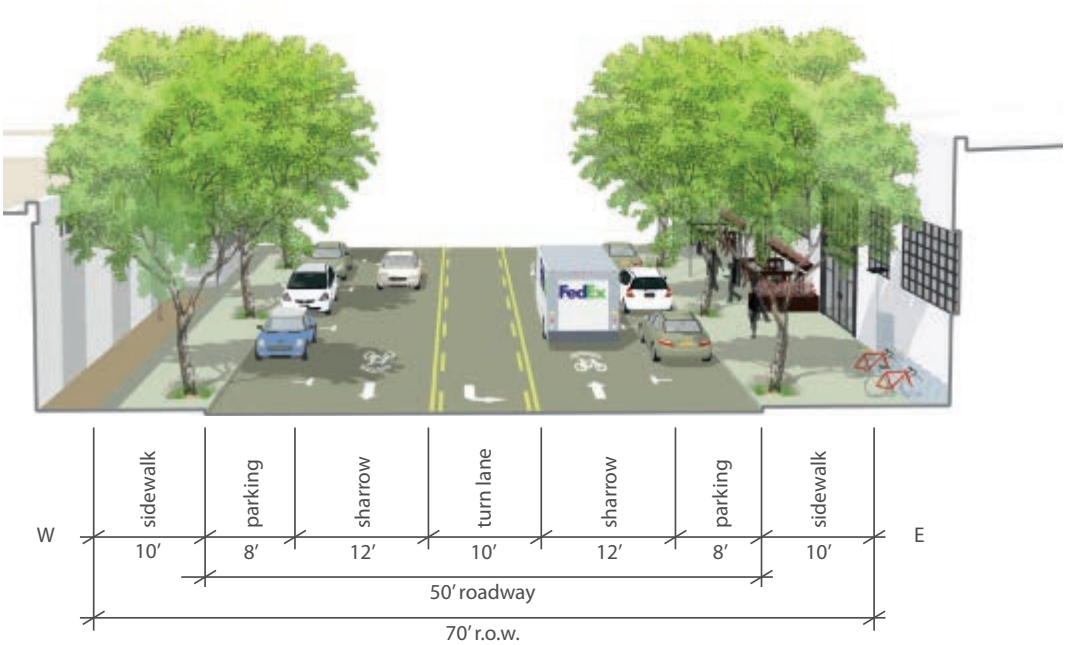
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

   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 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 Street's 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.

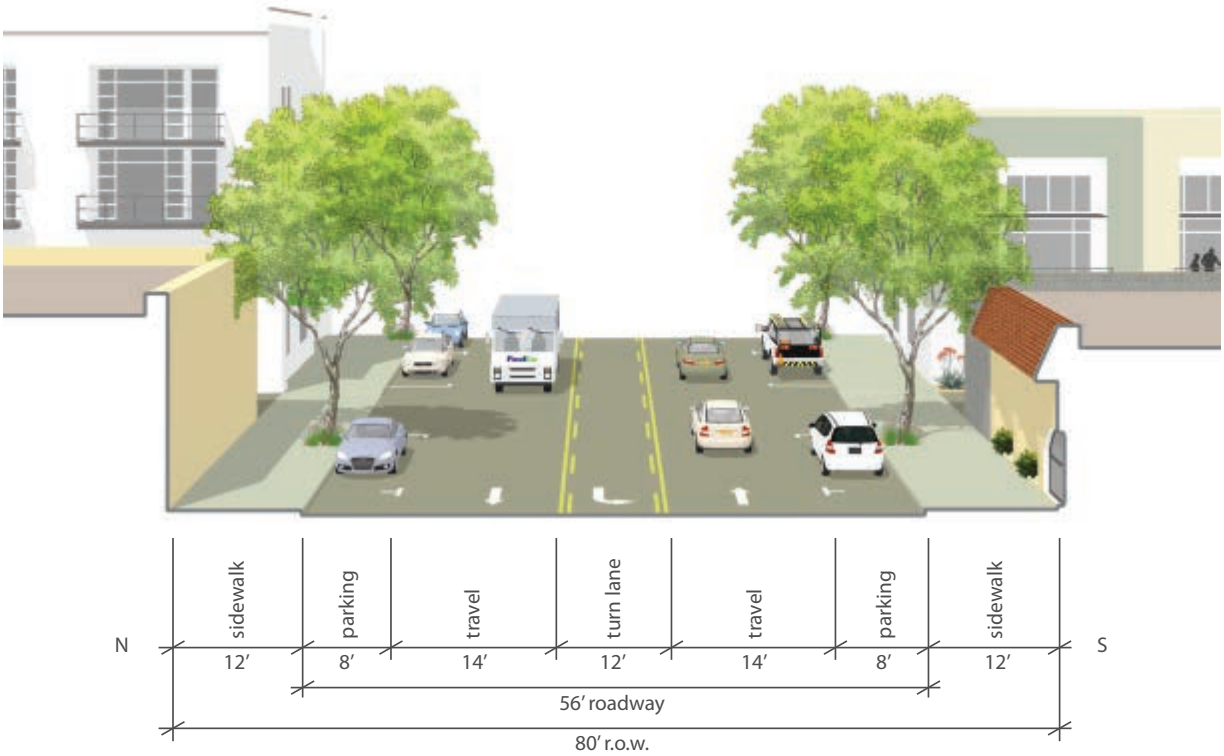
D. Street trees: Large open habit trees are placed at the back of curb, at a spacing of approximately thirty-two (32) feet on center.

   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.

6 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.

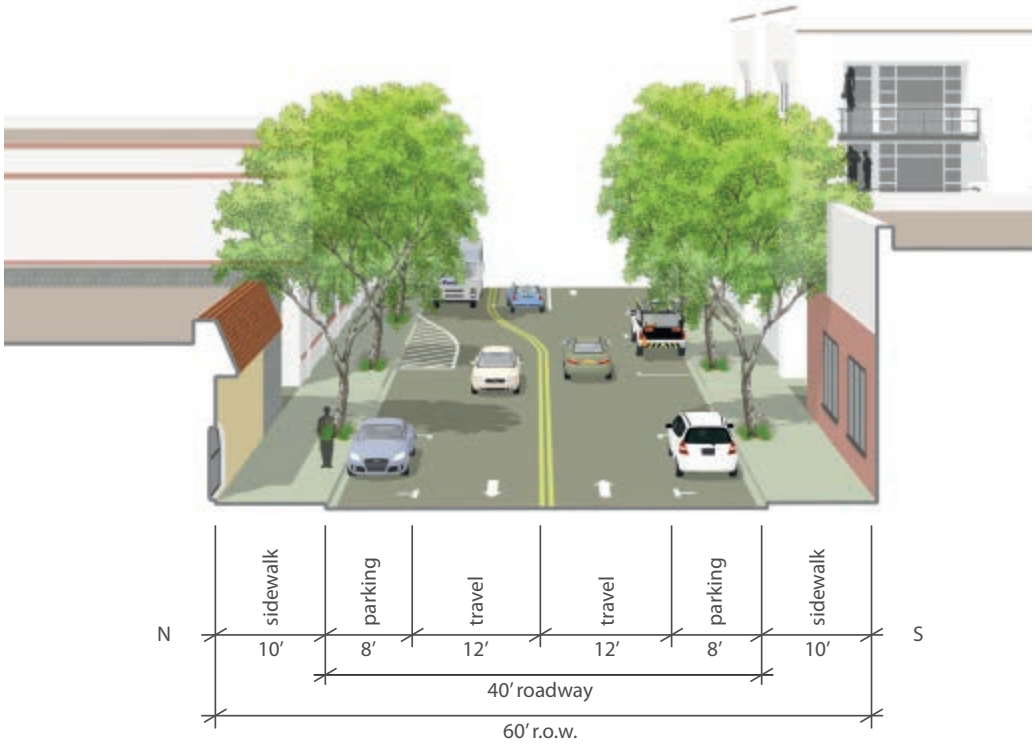
C. Sidewalks: minimum twelve (12) feet wide, level, paved sidewalks, preserving existing sidewalk widths.

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.

7 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.

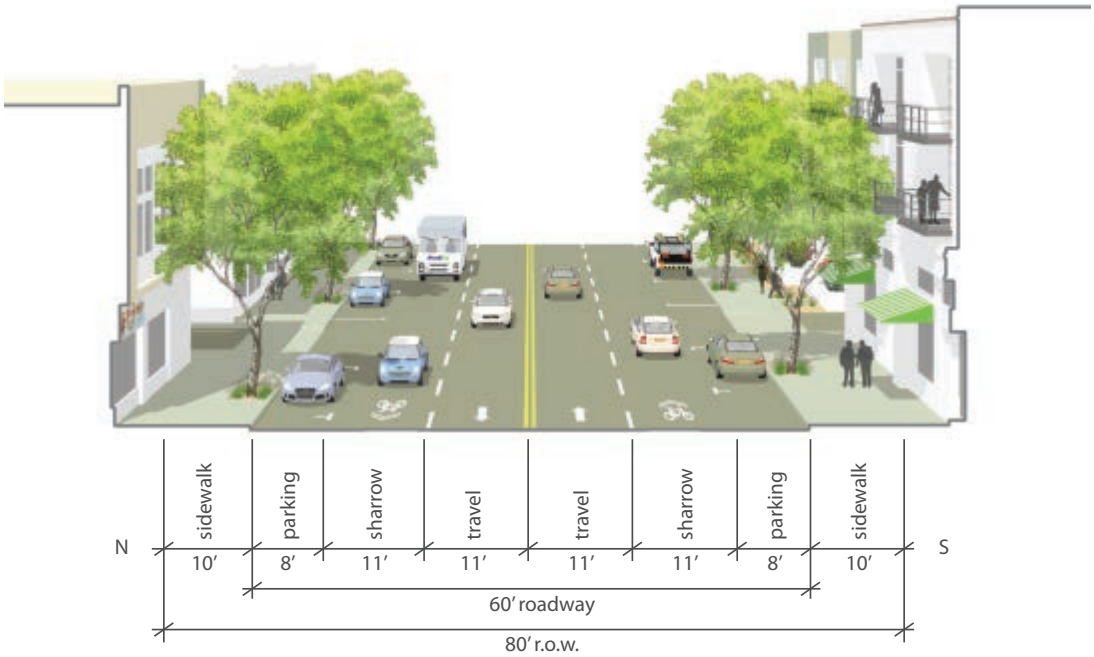
B. Street parking: parallel parking along both sides of the street.

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.

8 SAN FERNANDO MISSION BOULEVARD



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:

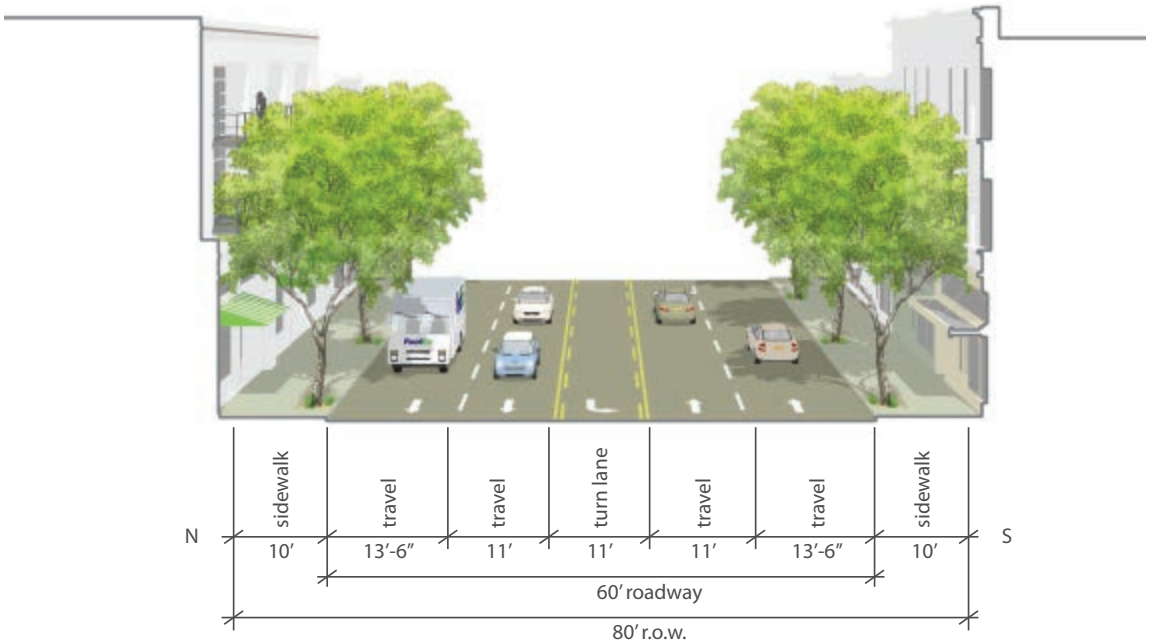
A. Travel lanes: two (2) travel lanes in each direction with the curb side lane marked as a sharrow, left turn lanes where needed.

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.



Improvements to Hubbard Avenue consist solely of streetscape improvements to improve the pedestrian experience to the Metrolink Station. Improvements must incorporate the following:

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.

E. Improved crosswalks at Truman Street, San Fernando Road, and First Street to provide safe and easy access to the Sylmar/San Fernando Metrolink Station.

LANDMARKS

Landmarks such as the "landmark columns" illustrated on page 183 and/or other prominent architectural features should be used to distinguish and unify the Downtown District, particularly in front of parking lots. 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.

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 183 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.

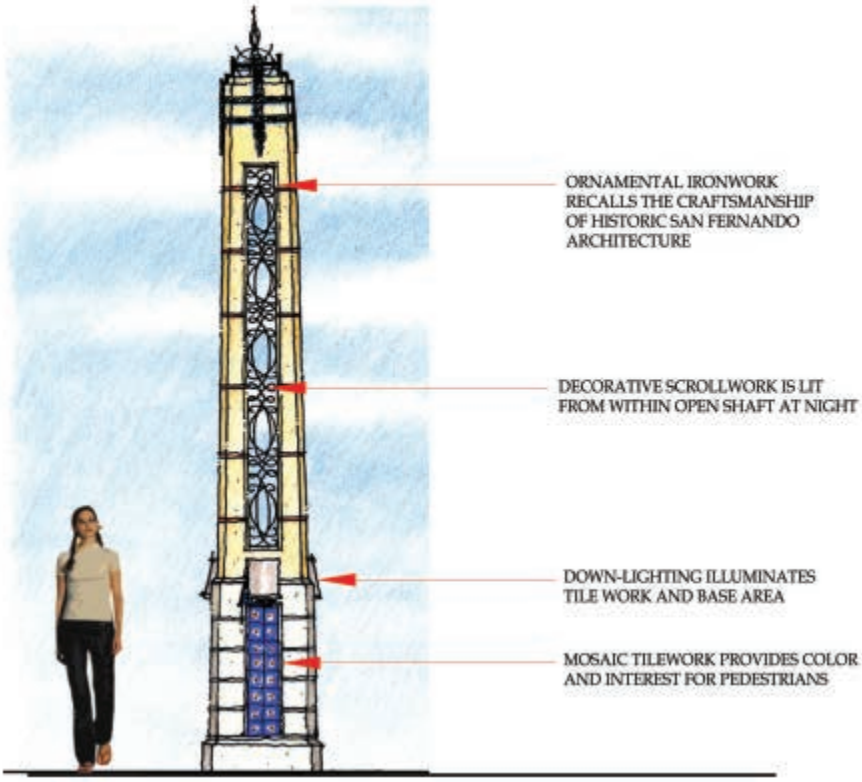
2. Define the entrance to San Fernando at its border to the west at Sylmar using large scale prominent architectural features that transmit a message of urbanity and history far in excess of what the experience of San Fernando Road west of the city boundary has to offer as shown on the graphic to the right.

   It should be noted that the gateway landmark treatment shown on page 184 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.

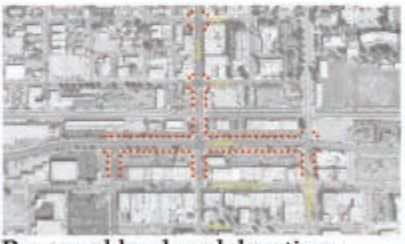
3. At the city's eastern boundary with Pacoima, build upon the existing landscaped gateway and Cesar Chavez Memorial via the introduction of wayfinding signage that distinguishes the San Fernando and Truman Corridors. Signage should alert visitors to the location of the Downtown District, the San Fernando 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

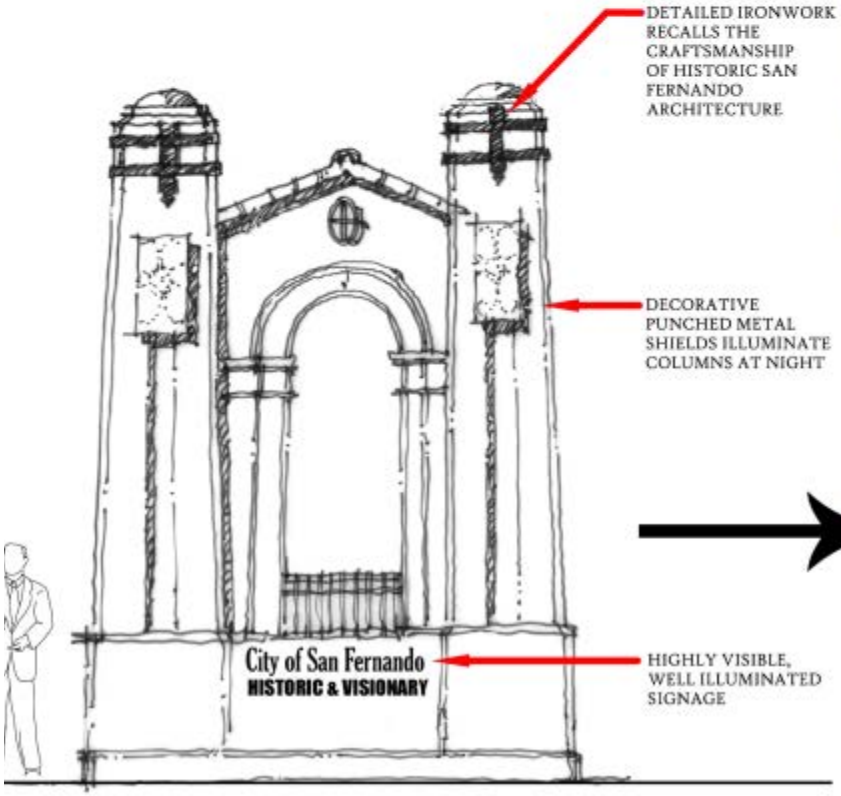


Proposed landmark locations within the downtown core

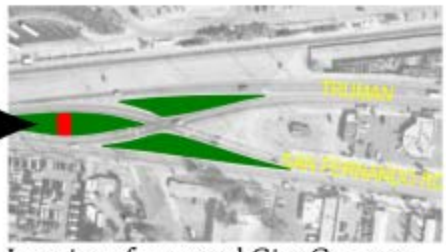
Landmark columns "stitch" together streets within the downtown core, bridging the gap between the San Fernando mall and the historic downtown and civic center.

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: 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 Figure 7.1.

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.

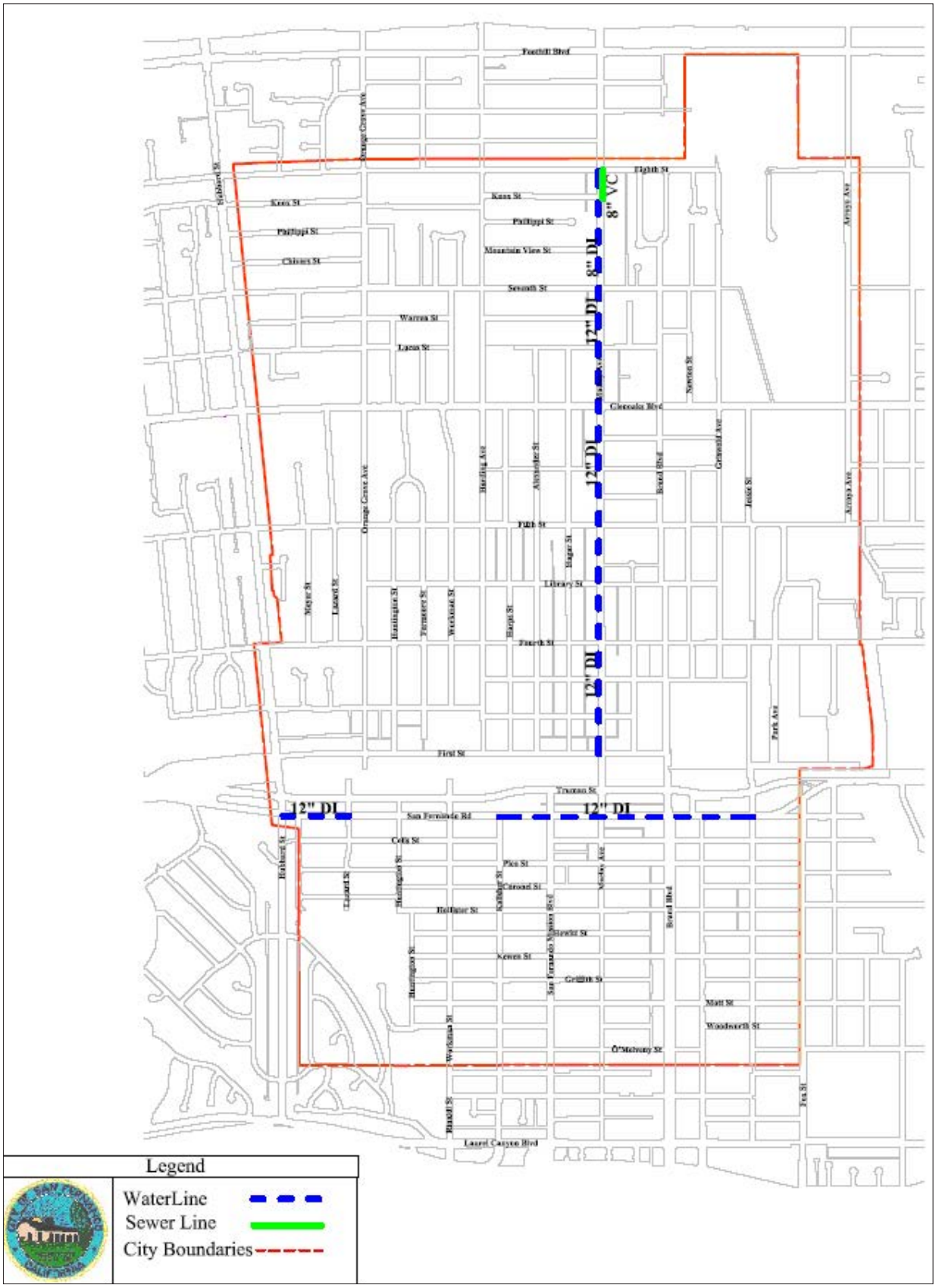
Specific requirements pertaining to utility construction and landscape improvements should be considered for each individual project prior to construction.

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.

FIGURE 7.1 - PLANNED UTILITY INFRASTRUCTURE IMPROVEMENTS



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 Maclay 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.

CHAPTER EIGHT:
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 land use map, 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 report (EIR), 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. The significant impacts identified were noise during construction, the unearthing of subsurface cultural resources during construction, and decreases in intersection performance due to automobile traffic. All these impacts can be mitigated with the appropriate mitigation measures. 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, standards, and design guidelines contained within Chapters 4, 5, and 6 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 or unique cases where a proposed project could have a major impact on the public realm and/or surrounding projects, 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 within the Mixed-Use Corridor District. Improvements should be made first to the segment between San Fernando Mission Boulevard to Huntington Street, followed by the section from Huntington Street to the city's western border.

  3. Streetscape improvements along Truman Street from Mission Boulevard to western border along the Mixed-Use Corridor 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.

- 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.
- Consider adopting a mural ordinance to allow the installation of murals on buildings within the Specific Plan area. Murals will nurture creative and artistic expression in the public realm and contribute to downtown San Fernando's distinctive sense of place. Provisions of the ordinance should include mural placement, content, and installation requirements, as well as contract requirements specifying the lifetime of the mural (after which the mural can be painted over) and maintenance responsibilities should the mural be damaged or need touch-up.

Long-Term Actions

- Design and implement improved public streetscape and paseo connections between the Civic Center and the Downtown.
- Implement a corridor signage and way-finding program 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 a municipal park-once, parking structure.

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.

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 Capital 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 Mixed-Use Corridor 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.

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.

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APPENDIX A:
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.

The standards and guidelines of this Specific Plan encourage mixed-use development near the existing Sylmar/San Fernando Metrolink station and the proposed East San Fernando Valley Transit Corridor stops, while providing strong pedestrian and bicycle connections to the transit stations. The goal is to create an environment that is:

1. Highly Walkable (Pedestrian-Priority)

- Wide, sidewalks lined by buildings that face and are accessed directly from the sidewalk, while allowing secondary access from parking lots and garages.
- Strong patterns of large street trees to buffer pedestrians from traffic, provide shade and wind protection, and spatially define the street and the sidewalks as outdoor rooms for community life
- On-street parking that provides convenient parking in front of stores and restaurants, guest parking in front of residences, and creates a further buffer between pedestrians on the sidewalk and moving cars on the street.
- Minimal vehicular disruptions of sidewalks by providing access to parking and services from alleys and side streets.

2. Transit-Oriented

- A high quality pedestrian environment is the foundatin of any transit-oriented place, as it encourages and enables residents, customers and visitors to comfortably move from transit to their destination without a car.
- Enables a transit-oriented mix of uses near the Metrolink Station to support and encourage ridership and transitoriented lifestyles.
- Continues to accommodate a wide variety of transit modes, including bus, train (Metrolink), tram, bike, and walking, while continuing to accommodate automobiles.
- Introduces street, streetscape, and building design that enables and encourages pedestrians, cyclists, transit users, and motorists to easily and comfortably find their way to the Metrolink Station, to the San Fernando Road Bike Path, and to Downtown San Fernando. Wayfinding signage alone is not sufficient.
- Provides comfortable places for people to wait for transit and sufficient places for cyclists to-park their bicycles.

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 taper 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, particularly 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-

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

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 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.

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			•	

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, which support the revitalization objectives of the Specific Plan as is discussed in more detail in Chapter 6 (Capital Improvements) of this Specific Plan, include:

Maclay Avenue: Downtown District

Within the Downtown District, Maclay Avenue is classified as a pedestrian oriented corridor.

San Fernando Road: Downtown District, Mixed Use Corridor District

San Fernando Road in the Downtown District and in the Mixed Use Corridor District is classified as a pedestrian oriented corridor.

Truman Street: Mixed-Use Corridor District and Auto Commercial 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 and alert motorists, transit riders, and cyclists of their arrival or passage through Downtown San Fernando.

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 intersection 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 non-motorized 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?

- 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

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 back-ups.
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.

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.

SAN FERNANDO CORRIDORS SPECIFIC PLAN
EXISTING PHYSICAL CONDITIONS

OCTOBER 25, 2017

THE CITY OF SAN FERNANDO

Metro

SARGENT TOWN PLANNING

Gibson Meridian MRO NELSON raimi+associates

INTRODUCTION:

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).

A Metro bus stop.

The Sylmar / San Fernando Metrolink rail station.

San Fernando Road during the late 1950s.

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.

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 specific plan's adoption (December 2017), Metro had just completed an Environmental Impact Report (EIR) studying the effects of introducing improved transit service along 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.

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 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.

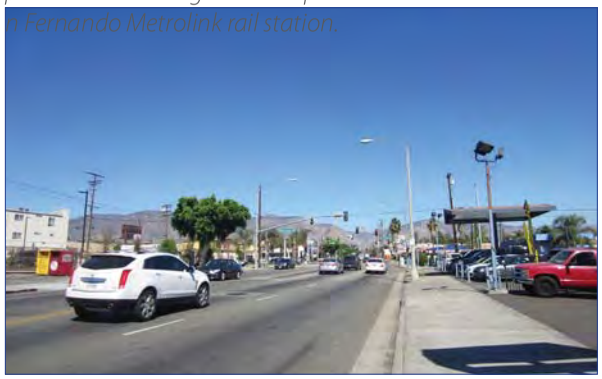
COMMUNITY

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.

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

The Sylmar / Sa Library Plaza in the historic City Center provides an inviting outdoor space to dine.



n Fernando Metrolink rail station.

Existing conditions on the corridors today.

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

The western gateway along San Fernando Road.

Residential development along Maclay Avenue.

THE CORRIDORS

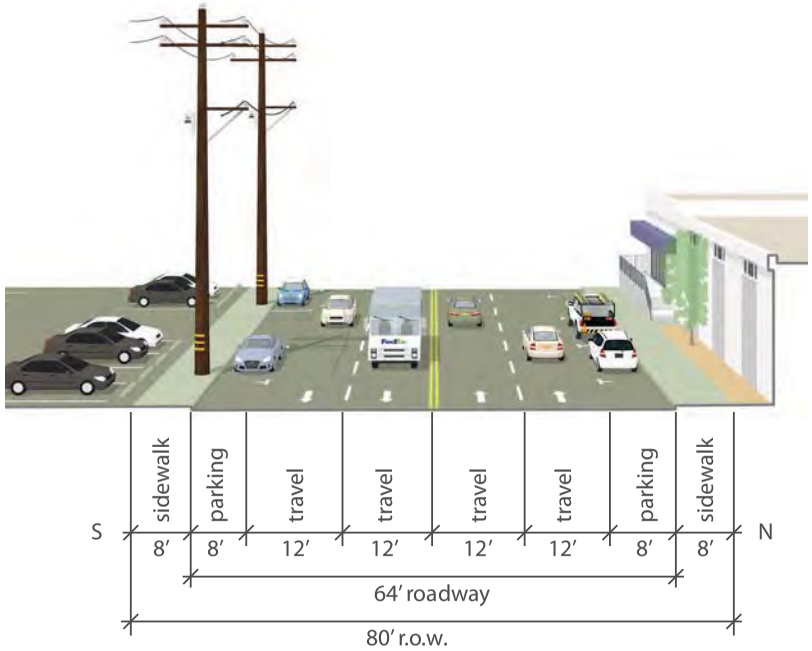
The Maclay, Truman, and San Fernando Road corridors form the transportation framework of the city as its most public and traveled thoroughfares. Maclay Avenue is the city's primary north-south thoroughfare, intersecting with Interstate 210 just outside the northern border of the city. The portion within 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.

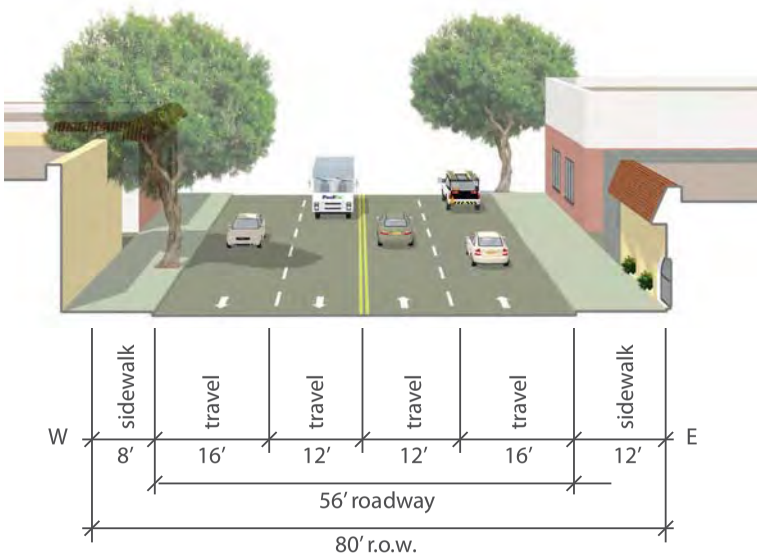
There are four major entrances to the city that lead directly to these corridors, forming defacto "gateways" to the city: the northern entrance on Maclay Avenue, the southern entrance along Brand and San Fernando Mission Boulevards (after descending from I-5 off-ramps), and points of arrival at the eastern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

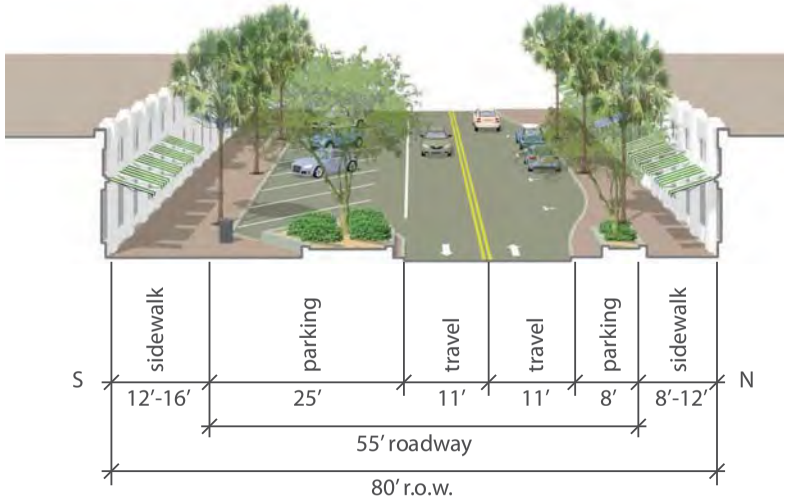
The eastern gateway at the junction of San Fernando Road and Truman Street is actually located in the City of Los Angeles. It announces one's entrance to San Fernando with a low adobe-styled wall with signage reading "The City of San Fernando - Historic and Visionary" set amidst lush landscaping. While 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 vis-



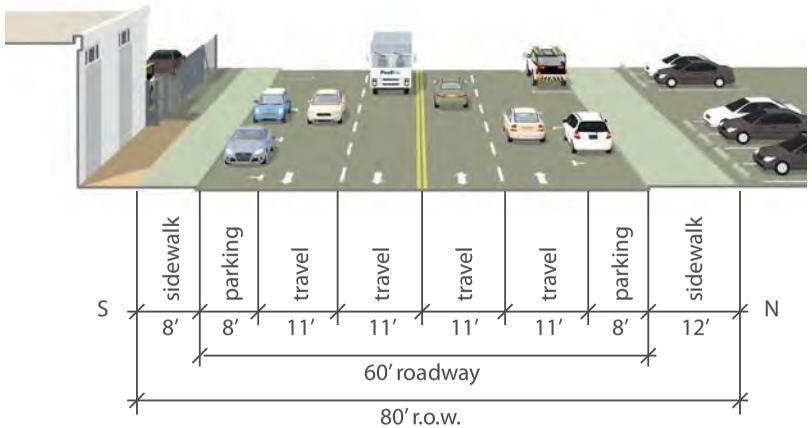
Truman Street - existing street section.



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



The San Fernando Mall - existing street section.



San Fernando Road - existing street section.

A mix of housing and commercial uses along Maclay Avenue.

Library Plaza development on Maclay Avenue.

Gateway sign announcing the San Fernando Mall

itors 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 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 Maclay Avenue 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 develop-

ment, 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 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

Pedestrian activity at the San Fernando Mall.

A street vendor on the San Fernando Mall.

Light industrial development on Truman Street.

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.

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.

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.

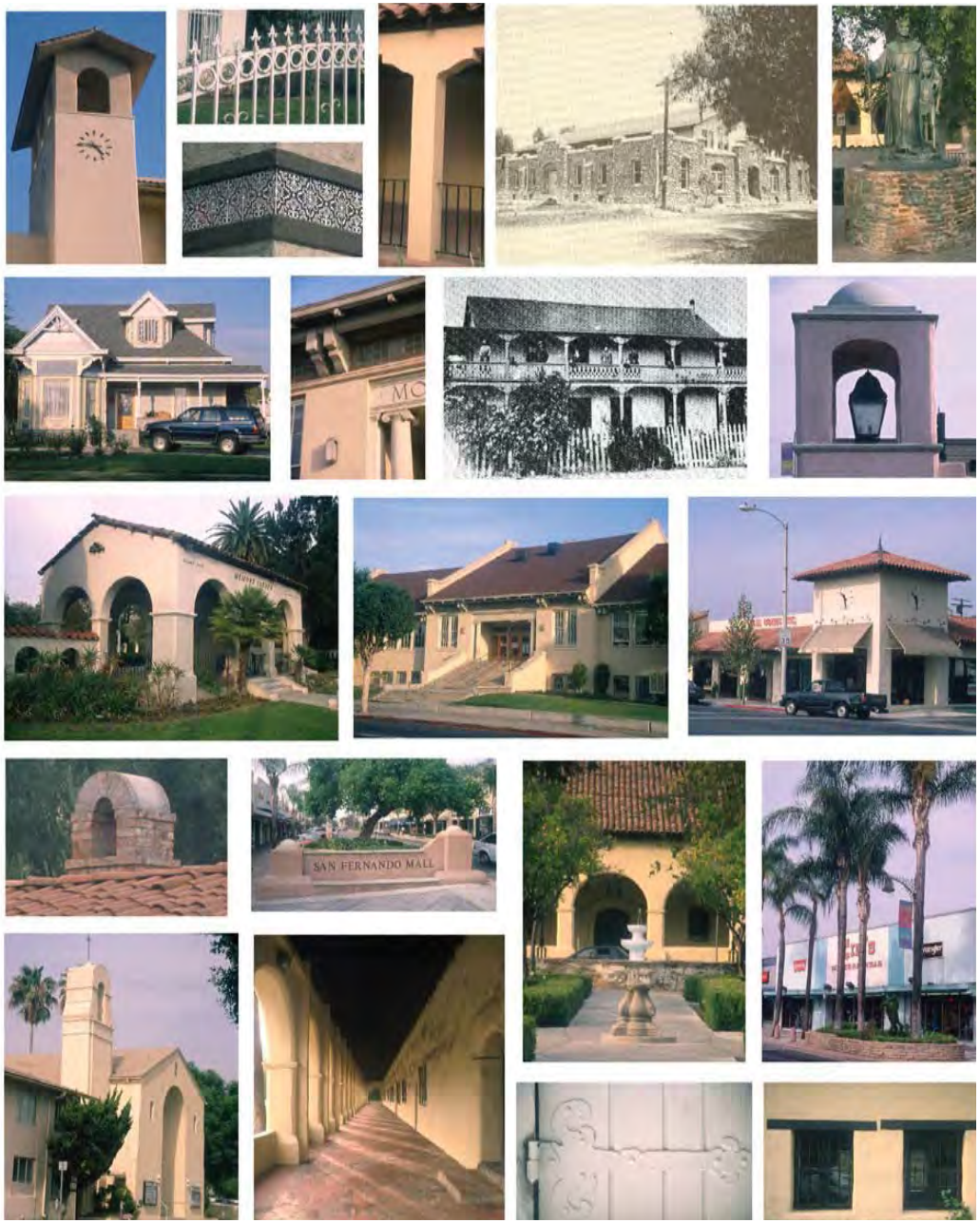
ARCHITECTURAL CHARACTER

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

Morningside Elementary School on Maclay Avenue.

Unarticulated building facades along the San Fernando Mall.

Restored residential buildings demonstrate San Fernando's historic character.



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.

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.

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 longtime 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

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

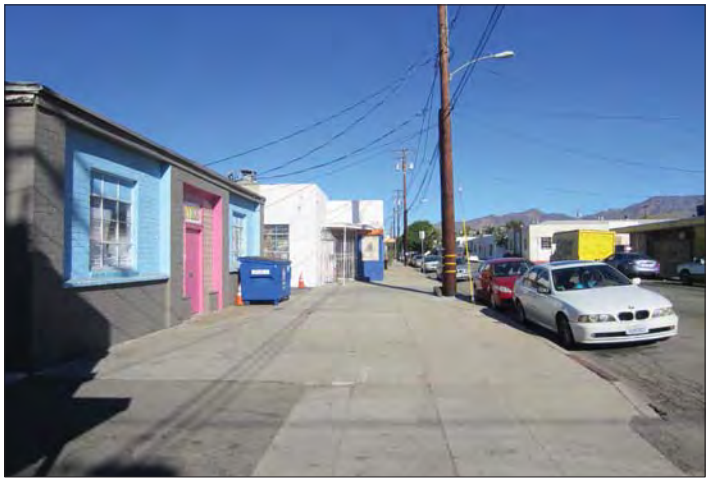
New mixed-use buildings with can help to activate the street level.

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.

SAN FERNANDO CORRIDORS OPPORTUNITIES AND CONSTRAINTS ANALYSIS

JANUARY 27, 2015



THE CITY OF SAN FERNANDO

Metro

SARGENT TOWN PLANNING

Gibson Meridian MRO&E NELSON raimi+associates

INTRODUCTION:

The purpose of this Transit Oriented Development (T.O.D.) Overlay Zone Project is to amend the *San Fernando Corridors Specific Plan* to:

- Enable the creation of a walkable, mixed-use, multi-modal environment that accommodates housing and offices within walking distance of both the Sylmar/San Fernando Metrolink Station and Downtown San Fernando.
- Stay true to the San Fernando Corridors Specific Plan's goals of transforming the Planing Area's streets into attractive, livable, and economically vital places that provide a more comfortable environment for pedestrians, that better represent the quality and character of San Fernando, and that convey the sense of uniqueness, pride, and community spirit that differentiates San Fernando from other nearby communities.
- Expand the boundary of the Corridors Specific Plan to the parcels north of the Corridors Specific Plan Area, up to Second Street and west of Maclay Avenue.
- Accommodate the new transit initiatives proposed by the East San Fernando Valley Transit Corridor Project in a way that does not compromise pedestrian comfort or negatively impact adjacent businesses.
- Ensure the California High-Speed Train alignment, should it go through San Fernando, passes through with as little impact as possible.
- Allow housing in areas where housing is not currently permitted by the existing *Corridors Specific Plan*.

I. PLANNING CONTEXT

This Opportunities and Constraints Analysis identifies the physical, regulatory, and market constraints that may impact this Project's goals and objectives and provides recommendations for how to overcome or minimize these constraints. This analysis includes:

- A review of the *San Fernando Corridors Specific Plan*, the *San Fernando Zoning Ordinance*, the *General Plan*, the *Downtown Parking Lots EIR*, the *Final Report for Sewer Master Plan*, the latest proposals for the East San Fernando Transit Corridor Project, the latest proposals from the California High-Speed Rail Authority, the *Los Angeles County Bike Master Plan*, and the *Pacoima Wash Vision Plan*.
- Input from various stakeholders – including property owners, merchants, community members/residents, City staff, and members of City boards, commissions, and the City Council.
- Input from the T.O.D. Overlay Zone Project Development Advisory Committee, comprised of various members of the community.
- An analysis of the physical conditions of the Planning Area, including the character and walkablity of the street and block network; the condition of the streetscape; building placement, height, use, and how they face and are accessed from the sidewalk and whether or not they contribute to a walkable environment, and access to alternative transportation modes such as biking and transit.

View of San Fernando Mall storefronts.

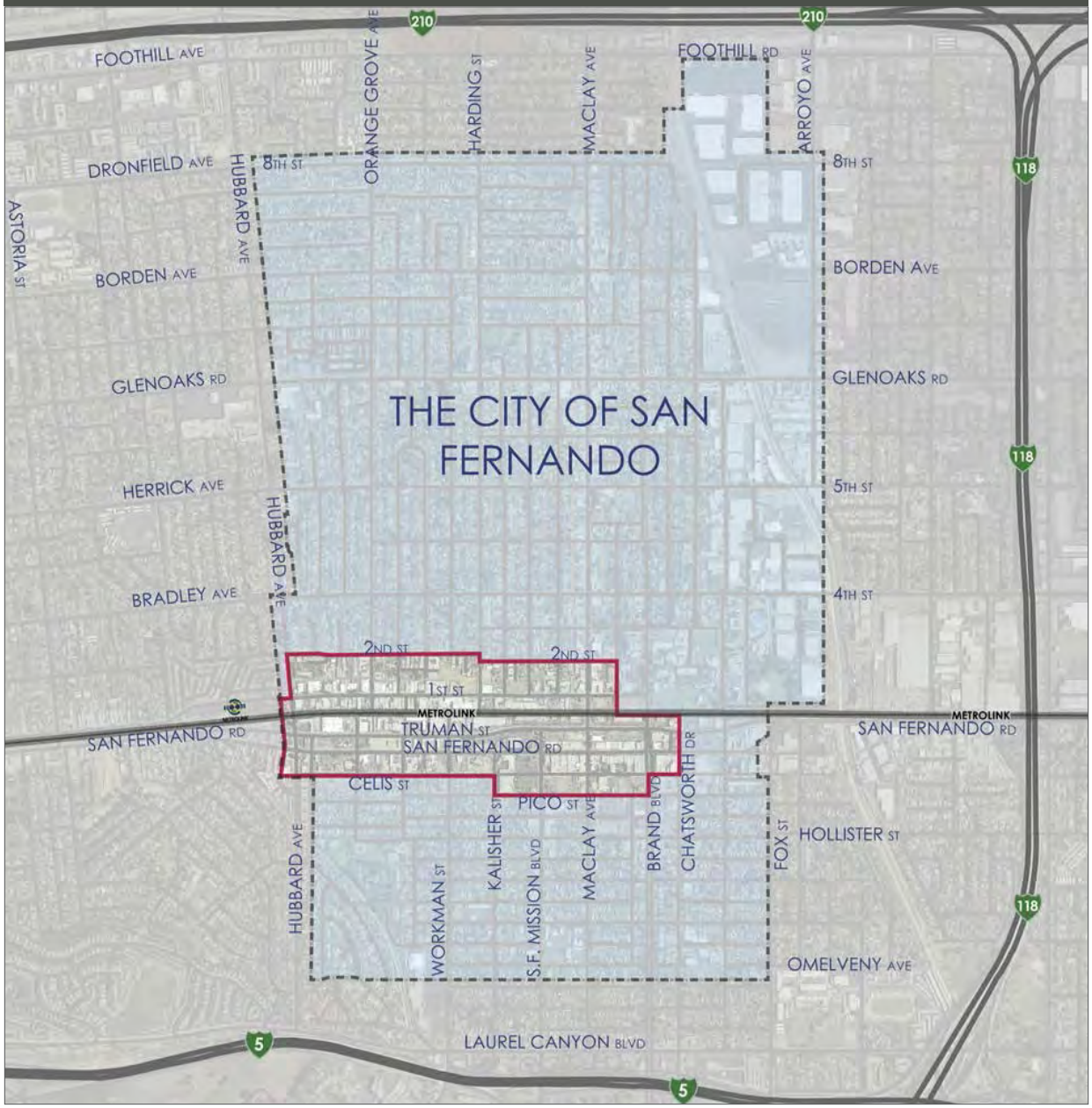
View of entrance to San Fernando Mall.

View of businesses along Truman Street.

PLANNING AREA

The T.O.D. Overlay Zone Planning Area is bounded by Celis Street and Pico Street to the south, Hubbard Avenue to the west, Second Street to the north, and Chatsworth Drive to the east (see Figure 1). The Planning Area is split in two by the Los Angeles County Metropolitan Transportation Authority (known as LACMTA or Metro) railroad right-of-way with at-grade crossings at Hubbard Avenue, Maclay Avenue, and Brand Boulevard.

FIG. 1: PLANNING AREA



Legend

- City Of San Fernando
- Planning Area Boundary
- Metrolink Station

II. T.O.D. OVERLAY ZONE GOALS AND OBJECTIVES

The goal of this Transit Oriented Development (T.O.D.) Overlay Zone Project is to update the standards and guidelines of the *San Fernando Corridors Specific Plan* to encourage development near the existing Sylmar/San Fernando Metrolink transit station that accommodates appropriate densities given the immediate access to transit, and to provide strong pedestrian and bicycle connections between the development sites within the proposed planning area and the transit station.

Key goals and objectives that have come out of the review of existing regulatory documents, interviews with stakeholders, and an examination of the existing physical conditions are listed at right.

WALKABLE

- Provide wide, tree-lined sidewalks lined by buildings that face and are accessed directly from the sidewalk, while allowing secondary access from parking lots and garages.
- Locate buildings at the front of the parcel with parking and services behind. Provide parking and service access – especially along San Fernando Road – from side streets and alleys.
- Allow on-street parking in order to provide convenient parking in front of stores and restaurants, guest parking in front of residences, and to create a buffer between pedestrians on the sidewalk and moving cars on the street.
- Minimize vehicular disruptions of the sidewalks by providing access to parking and services from alleys and side streets.

TRANSIT ORIENTED

- Enable transit-oriented residential densities and mix of uses near the Metrolink Station to support and encourage ridership and transit-oriented lifestyles.
- Continue to accommodate a wide variety of transit modes, including bus, train (Metrolink), tram, bike, and walking, while continuing to accommodate automobiles.
- Introduce street, streetscape, and building design that enables and encourages pedestrians, cyclists, transit users, and motorists to easily and comfortably find their way to the Metrolink Station, to the San Fernando Road Bike Path, and to Downtown San Fernando. Wayfinding signage alone is not sufficient.
- Provide comfortable places for people to wait for transit and sufficient places for cyclists to park their bicycles.

MIXED-USED URBAN CENTER

- Introduce compact, flexible, mixed-use, infill development, to support economic development that improves the visual character and pedestrian orientation of buildings.
- Allow building up to 4 stories in height, particularly along San Fernando Road and Truman Street.
- Provide housing for a variety of income levels, both affordable and market rate.
- Create streetscapes and buildings that are unique to San Fernando, differentiate it from surrounding cities, and let people know they have arrived in San Fernando.

TRANSITION AREAS

- Continue to accommodate light industrial uses along the south side of First Street and the north side of Truman Street.
- Continue to prohibit residential uses along the south side of First Street and the north side of Truman Street.
- Allow uses that are not incompatible with residential uses for the benefit of both. Possible new uses include incubator businesses, art studios, and other workshop type uses.
- Design commercial and mixed-use buildings that are compatible in form and scale with adjacent/surrounding historic buildings and are located at or near the sidewalk with active ground floor frontages.

NEIGHBORHOODS

- Design multi-family buildings, especially north of the Union Pacific Railroad Tracks and along Celis Street, that are compatible in form and scale with adjacent and nearby single family houses.
- Create neighborhood streetscapes with continuous planters planted with street trees.
- Introduce drought-tolerant landscapes that use plants adapted to San Fernando's climate, soil, and hydrology and that reduce the need for irrigation.

III. PLANNING CONTEXT

A number of ongoing and completed planning efforts have been conducted for the City of San Fernando (or regions including parts of San Fernando) in recent years. The outcomes and recommendations of these plans, are in most cases considered the "existing conditions" that will guide and direct the analysis, and inform amendment of the *Corridors Specific Plan*. These plans and studies include, though are not limited to: the *San Fernando Corridors Specific Plan*, the *San Fernando Zoning Ordinance*, the *City General Plan*, the *Downtown Parking Lots EIR*, the *Final Report for Sewer Master Plan*, the latest proposals for the East San Fernando Transit Corridor Project, the latest proposals from the California High-Speed Rail Authority, the *Los Angeles County Bike Master Plan*, and the *Pacoima Wash Vision Plan*.

THE CORRIDORS SPECIFIC PLAN

The Corridors Specific Plan was prepared for the City of San Fernando by Freedman Tung & Bottomley Conley Consulting Group, and adopted in January 2005. While this plan is primarily focused on the three major corridors in San Fernando – San Fernando Road, Truman Street, and Maclay Avenue – it also articulates a vision for the districts and neighborhoods surrounding these corridors.

The purpose and intent of the Corridors Specific Plan is to:

- Provide a policy framework with design standards and guidelines to guide the transformation of Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts that better represent the quality and character of San Fernando and convey the sense of uniqueness, pride, and community spirit that differentiates San Fernando from other nearby communities.
- Create an environment that is more comfortable for pedestrians, including redesigning roadways to tame the current flow of traffic.
- Reverse a trend of disinvestment that has become evident in the corridors and reinvent these highly visible, undervalued portions of the city.

The goal of the *Corridors Specific Plan* is to transform these areas into distinctive districts providing for residential, office, retail, restaurant, entertainment and public uses. The vision for each of the districts is as follows:

- Downtown District. This area is intended to be the focal point of activity, concentrating civic and retail activity into one walkable district. Residential uses are permitted on the upper floors of multi-story buildings.
- Truman/San Fernando District. The vision for this area is to be the City's workplace district, with appropriate areas for housing and limited retail. The Mixed-Use Transition Sub-District will support development of a mix of uses, including residential and office, and limited areas of retail and services.

View looking down San Fernando Mission Boulevard looking towards San Fernando Road.

- Maclay District. This area is established as a neighborhood spine for the community. It is planned to transition into a residentially-focused corridor that can provide new housing, while complementing the adjacent neighborhoods that lie behind it. This district is not located in the Planning Area for this T.O.D. Overlay Zone Project.

A large percentage of the Downtown District is also located in the Planning Area. The Downtown District is the "heart of the City" with a lively mix of retail, shopping, restaurants, entertainment, and services designed in a walkable, pedestrian-oriented format. Automobile-oriented uses and configurations are not allowed in this district, thus supporting the vision of a transit-oriented district.

The Truman/San Fernando District is located within the Planning Area. This district is comprised of four sub-districts and each has a different vision as described below:

- Support Commercial is for commercial sales and industrial activity.
- Workplace Commercial provides a location for offices, professional services, and medical offices.
- Mixed Use Transition allows mixed use development with retail, office and residential uses. Development bonuses are provided for residential mixed use projects.
- Auto Commercial will serve as the center of auto sales in the City.

A significant part of the Truman/San Fernando District may not be supportive of developing a transit-oriented district since a large portion of the area, especially the support commercial and the auto commercial, is predominantly focused on automobile-oriented uses. The Mixed Use Transition sub-area is immediately adjacent to the Downtown District and is supportive of the vision of a transit-oriented district with a mix of retail and residential uses and standards that create a pedestrian-oriented area. Lastly, the development intensities in the District (and in particular the Mixed Use Transition Sub District) are supportive of transit-oriented places with a Floor Area Ratio (FAR) of up to 2.5.

Per the *Corridors Specific Plan*, the Specific Plan area could potentially accommodate up to 587 residential units, of which 442 could be located in the Truman/San Fernando District.

View looking east along Truman Street.

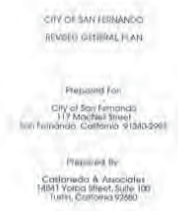
View looking north up San Fernando Mission Boulevard.

View along First Street looking west.

SAN FERNANDO ZONING ORDINANCE

The San Fernando Zoning Ordinance provides zoning for the entire City of San Fernando, excepting the areas governed by *San Fernando Corridors Specific Plan*. The Zoning Ordinance is comprised of eleven districts, four of which apply to parcels within the Planning Area.

GENERAL PLAN



The City of San Fernando's General Plan, the City's guiding policy document for land use and transportation, was last comprehensively updated in 1987. The General Plan contains eight Elements: Land Use, Circulation, Housing, Open Space/Conservation/Parks-Recreation, Safety, Noise, and Historic Preservation (added in 2005). The General Plan was amended in 2005 to include the San Fernando Corridors Specific Plan. In 2014, the City adopted the 2013-2021 Housing Element.

With the exception of the Housing and Historic Preservation Elements, the City's General Plan is out of date and lacks sufficient policy direction for both the City as a whole or the Planning Area. The Housing and Historic Preservation Elements are detailed documents that describe background information, programs, and policies for their specific topic. Given that the General Plan lacks specificity on other topics, there is little in the goals, policies, or programs that will stand in the way of preparing an amendment of the *Corridors Specific Plan* to allow for Transit Oriented Development Overlay area.

LAND USE ELEMENT

The Land Use Element contains three (3) goals and two (2) objectives. The goals are:

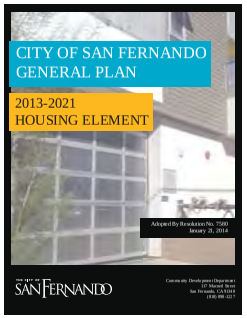
- Retain the small town character of San Fernando.
- Promote economic viability of commercial areas.
- Maintain an identity that is distinct from surrounding communities.

The objectives are:

- Conserve single family neighborhoods.
- Attract new commercial activities within the downtown area.

There are no specific policies or action programs that provide any guidance on the future of land use or development in the Planning Area and thus there is no specific direction from the General Plan that can be used to guide this project.

The Land Use Element contains 13 land use designations in several broad categories: residential, commercial, industrial and other (which includes public/quasi-public uses and parks/landscaping). The highest intensity designation is High Density Residential, which allows housing between 17 and 43 dwelling units per acre. The commercial and industrial designations do not provide the allowable range of development intensity (in terms of Floor Area Ratio). Additionally, the 2005 update to the General Plan to include the San Fernando Corridors Specific Plan modified the land use designation in the majority of the Planning Area to "Specific Plan," thus referring land use intensities, vision, and policy to that document. Like many General Plans, the land use designations do not provide any information on the design character or intent of the designation for individual areas of the City. This leaves little guidance for the City to follow when approving development projects.



HOUSING ELEMENT

As prescribed by State law, the Housing Element contains detailed information on housing needs, constraints, opportunities as well as a housing plan. According to the Housing Element, 78 percent of the housing stock in the City is single family homes, 19 percent is multi-family homes, and 2 percent is mobile homes. There are more owners than renters (55 to 45 percent) and the greatest percentage of renters is located in and around the Planning Area. There are also conditions of overcrowding, especially around the Planning Area.

One of the roles of the Housing Element is to identify potential sites for housing at differing levels of affordability. The Southern California Association of Governments (SCAG) assigns the City its share of the Regional Housing Needs Allocation (RHNA), which for the time period of this Element (2013-2021) is 217 total units. Per Table 32 of the Housing Element, San Fernando can accommodate up to 478 new residential units, the majority of which will occur within the *Corridors Specific Plan* area. The Specific Plan area could potentially accommodate up to 413 residential units.

The Housing Element also includes policies and implementation programs that are aimed at removing barriers to the provision of housing – especially affordable housing. 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.

HISTORIC PRESERVATION ELEMENT

The Historic Preservation Element was adopted in 2005, laying out background information, goals, policies and implementation programs to preserve the City's unique history. Building on this history could be an important tool during the development of a new transit-district since some of the most beautiful communities integrate new development alongside historic buildings.

The City contains a number of historic resources. A 2002 study identified that one property, the Lopez Adobe, is on the National Register of Historic Places, seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the Element.

The Historic Preservation Element contains 6 goals and many policies and programs. The goals are as follows:

- Develop and implement a comprehensive, citywide, historic preservation program.
- Identify and evaluate historic and cultural resources on a regular basis.
- Increase public awareness of the City's history and historic preservation.
- Protect historic and cultural resources from demolition and inappropriate alterations.

View of Maclay Avenue street improvements.

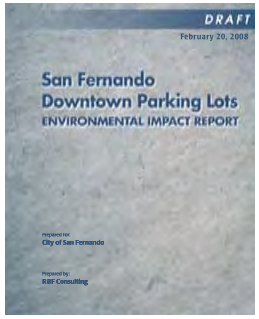
View of recently built housing along Maclay Street.

View of recently built housing along Park Street.

- Promote the preservation of historic and cultural resources through incentives and technical assistance.
- Integrate historic preservation into community economic development strategies.

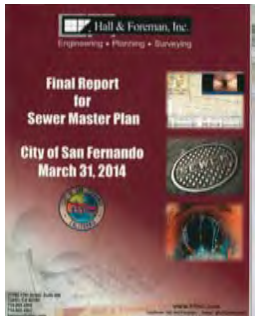
In general, the goals and policies in this Element are aimed at preserving the City's history and character, outcomes that are in line with developing a unique transit-oriented district in the City. There are no policies in the Element that would prohibit development in specific locations, but there are policies that promote the preservation of buildings and districts with historic significance, which could be at odds with wholesale redevelopment of an area. While the City does not currently have strong historic preservation laws and procedures, two of the highest priority implementation actions are to develop an historic resources inventory and to develop an historic preservation ordinance. Moving forward, the City should build on the desire to preserve and enhance the history of the City as a place-making tool in the revisions to the *Corridors Specific Plan* while understanding how historic preservation could influence development on specific, key parcels in the Planning Area.

DOWNTOWN PARKING LOTS EIR



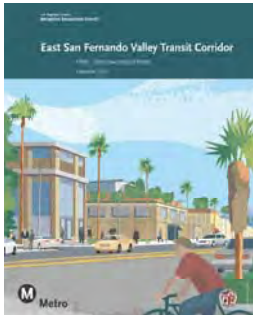
Completed in 2008, but not adopted, the *Downtown Parking Lots EIR* studied the impacts of the possible redevelopment of six public parking lots to help revitalize the downtown area. The planning process for this project identified several different scenarios, with varying levels of development. Under all scenarios, all displaced parking spaces would be replaced. The environmental review process determined that, once built, the projects would not have a significant impact on parking availability.

FINAL REPORT FOR SEWER MASTER PLAN



Completed in March 2014, the *Final Report for Sewer Master Plan* identifies capital improvement projects to replace aging infrastructure and provide the ability to serve future population growth. The Sewer Master Plan includes a sewer rehabilitation preliminary design and associated estimated capital costs to serve a projected year 2035 population of 25,500 persons.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT



LA Metro is currently conducting a study to improve transit service in the 11-mile 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, and is currently in environmental review stage, with an updated Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) scheduled to be released by late 2015, and final environmental clearance planned for 2015 or 2016. Service could be operational by 2018.

CALIFORNIA HIGH SPEED RAIL

The California High Speed Rail Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail High Speed Rail (HSR) System capable of operating at speeds up to 220 mph on dedicated, fully grade-separated tracks. When fully completed, it is anticipated the 800 mile long system will connect San Francisco and Sacramento to the north to Los Angeles and San Diego to the south.

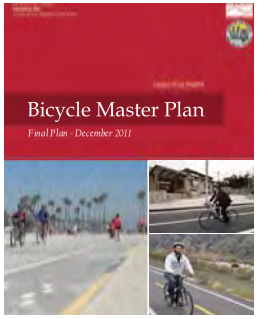
The High Speed Rail Authority is currently studying two alignment alternatives between Palmdale and Burbank:

- **SR 14 Corridor.** This alternative heads south from Palmdale, then runs parallel to the 14 Freeway, through the City of Santa Clarita, down the Union Pacific right-of-way through San Fernando, and on down to Burbank.
- **East Corridor.** This alternative takes a more direct route from Palmdale to Burbank through the San Gabriel Mountians, bypassing San Fernando altogether.

CITY'S POSITION ON HIGH SPEED RAIL

In a letter to the California High-Speed Rail Authority (CHSRA) dated August 27, 2014, the City expressed its official opposition to high-speed rail operating at-grade through San Fernando, indicating instead that the City would prefer that the line run in a tunnel. In a subsequent letter to the CHSRA dated August 29, 2014, the City requested that a range of potential environmental impacts be studied as part of the development of the proposed Environmental Impact Report and Environmental Impact Statement prepared for the Palmdale to Burbank Project Section. The letter also states that the "City would strongly encourage the consideration of an alternate route that completely foregoes use of the SR-14 alignment through the Palmdale to Burbank Project Section," potentially bypassing San Fernando altogether.

LOS ANGELES COUNTY BIKE MASTER PLAN



Prepared by the County of Los Angeles, the Los Angeles County Bike Master Plan was completed in December of 2011 for the County's Public Works Department. The Plan is a sub-element to the Transportation Element of the Los Angeles County General Plan and proposes "a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County."

PACOIMA WASH VISION PLAN

The Pacoima Wash Vision Plan was prepared in 2008 by Mia Lehrer + Associates for the Los Angeles County Department of Public Health, and Pacoima Beautiful – an environment heath and justice non-profit that works in the Northeast San Fernando Valley. The goal of the plan is to generate a vision and encourage "community-based action toward the creation of new recreational amenities and a multi-use path" connecting the communities of Sylmar, San Fernando, and Pacoima. In total, the Plan calls for 3.2 miles of landscaping, recreational facilities, and a new Class I bike trail that will provide connectivity to the recently completed Mission City Class I bike trail, which also connects to the Sylmar/San Fernando Metrolink Station, as well as to the Angeles National Forrest, where the Pacoima Wash greenway terminates.

PACOIMA WASH GREENWAY MASTER PLAN

The Pacoima Wash Greenway Master Plan was prepared in 2004 for the City of San Fernando by the 606 Studio, a consortium of faculty and graduate students in the Department of Landscape Architecture at California State Polytechnic University, Pomona. The purpose of the plan is to develop designs, guidelines, and strategies for human recreation, natural systems restoration, and site remediation in and along the Pacoima Wash. The plan embodies the vision of the community while addressing critical environmental issues and providing for the mental and physical health of future generations by providing design ideas for shaded paths, parks, and access to nature.

IV. BLOCKS AND STREET NETWORK

BLOCK STRUCTURE

The Planning Area's block structure consists of rectilinear blocks laid out square to the railroad right-of-way (see Figure 2). Blocks are typically 500 feet long and 200 feet deep, except between Truman Street and San Fernando Road west of Kalisher Street and along the north side of Truman Street between Kalisher Street and Chatsworth Drive, where they are only around 120 feet deep. The blocks on either side of the railroad tracks are long due to the presence of the railroad tracks and are around 180 feet deep south of the tracks and 150 feet deep north of the tracks.

STREET NETWORK

The Planning Area is traversed by four important corridors: Maclay Avenue, Truman Street, San Fernando Road, and Hubbard Avenue (see Figure 3).

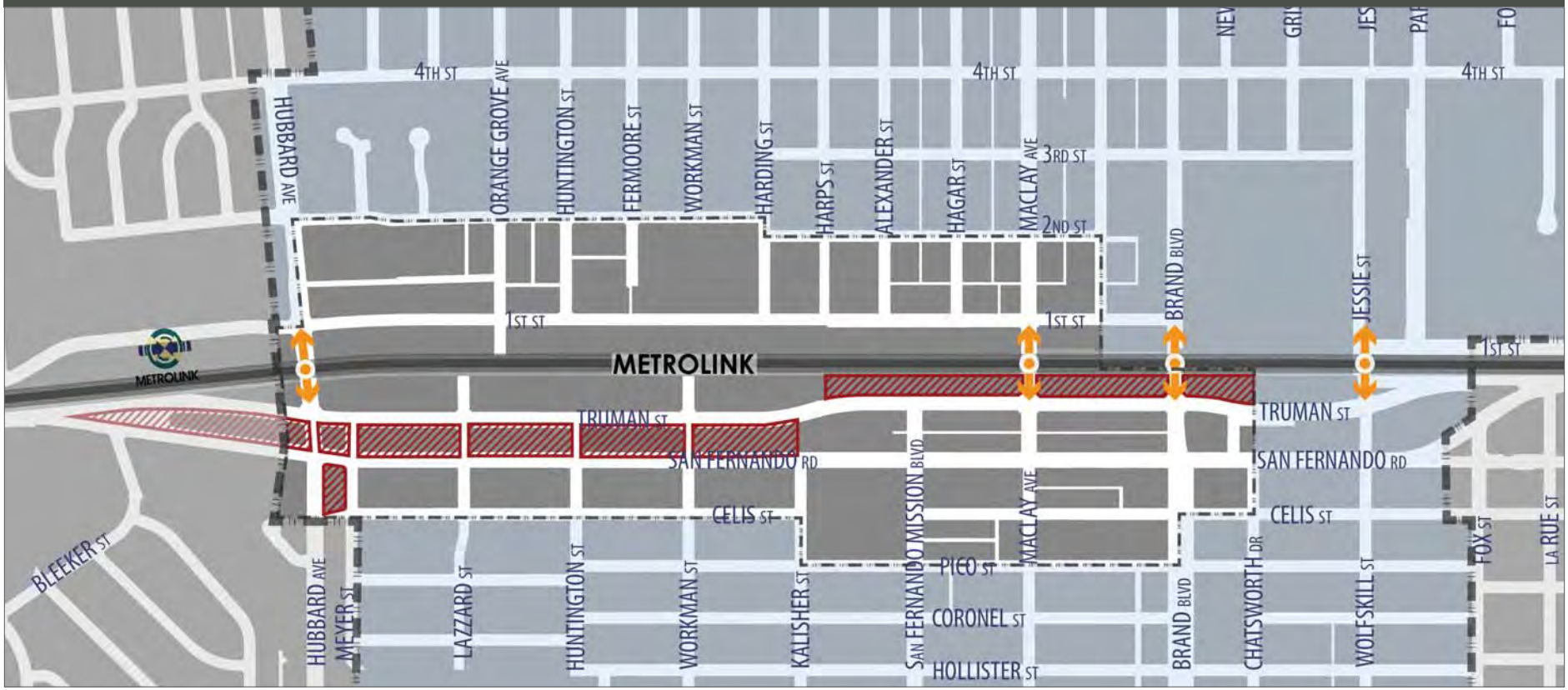
- **Maclay Avenue.** Maclay Avenue north of First Street and south of Truman Street is lined primarily by one-story buildings built to the back of and accessed from the sidewalk. Between Truman Street and First Street, standalone buildings are setback from the sidewalk with parking or landscape between the building and the sidewalk. Buildings are occupied primarily by retail, food-related, and office uses.
- **Truman Street.** Truman Street east of Workman Street is lined by a number of surface parking lots – including several City-owned lots – and by one-story, standalone buildings and strip centers that are separated from the sidewalk by parking. West of Workman Street, Truman Street is lined by one-story buildings with a range of setbacks, many of which are built right to the back of the sidewalk. Buildings east of Kalisher Street are occupied primarily by retail, food-related, and office uses. Buildings west of Kalisher Street are occupied primarily by light industrial and auto-related uses.
- **San Fernando Road.** San Fernando Road consists of two segments. East of San Fernando Mission Boulevard is the San Fernando Mall where buildings are primarily one-story with ground floor storefronts built right up to the back of the sidewalk and are occupied by retail and food-related uses. San Fernando Road west of San Fernando Mission Boulevard is lined by parking lots, and with a few exceptions, by

Shallow blocks between San Fernando Road and Truman Street.

View of shallow block between San Fernando Road and Truman Street from Truman Street.

Shallow blocks between Truman Street and Railroad Right-of-way. .

FIG. 2: EXISTING BLOCK NETWORK



Legend

- *Existing Blocks*
- *Block / Lot depth may discourage / constrain future development*
- *UPRR/Metrolink ROW*
- *Existing Railroad Crossing*
- *Metrolink Station*

buildings that are separated from the sidewalk by parking or landscape or are accessed from the adjacent parking lots rather than from San Fernando Road.

- **Hubbard Avenue.** Hubbard Avenue provides access to the Metrolink Station and is lined by buildings that are separated from the sidwalk by parking lots. It also marks the entrance into the City from the neighboring Los Angeles community of Sylmar.

The *Corridors Specific Plan* provides an effective approach for creating streets that are unique to San Fernando, that differentiate it from surrounding cities, that let people know they have arrived in San Fernando, and that catalyze economic development. These include:

- Enhancing the overall streetscape environment along the major corridors.
- Creating a setting west of the mall that is particularly suitable for residential and retail, having angled parking and slow moving traffic.
- Adding shade trees throughout the planning area to invite pedestrians to stroll and shop, and palms to articulate auto and pedestrian areas.
- Introducing attractive streetscape to create a "front door" along Truman Street.
- Usinge streetscape design to "stitch" San Fernando Road and Maclay Avenue back together.

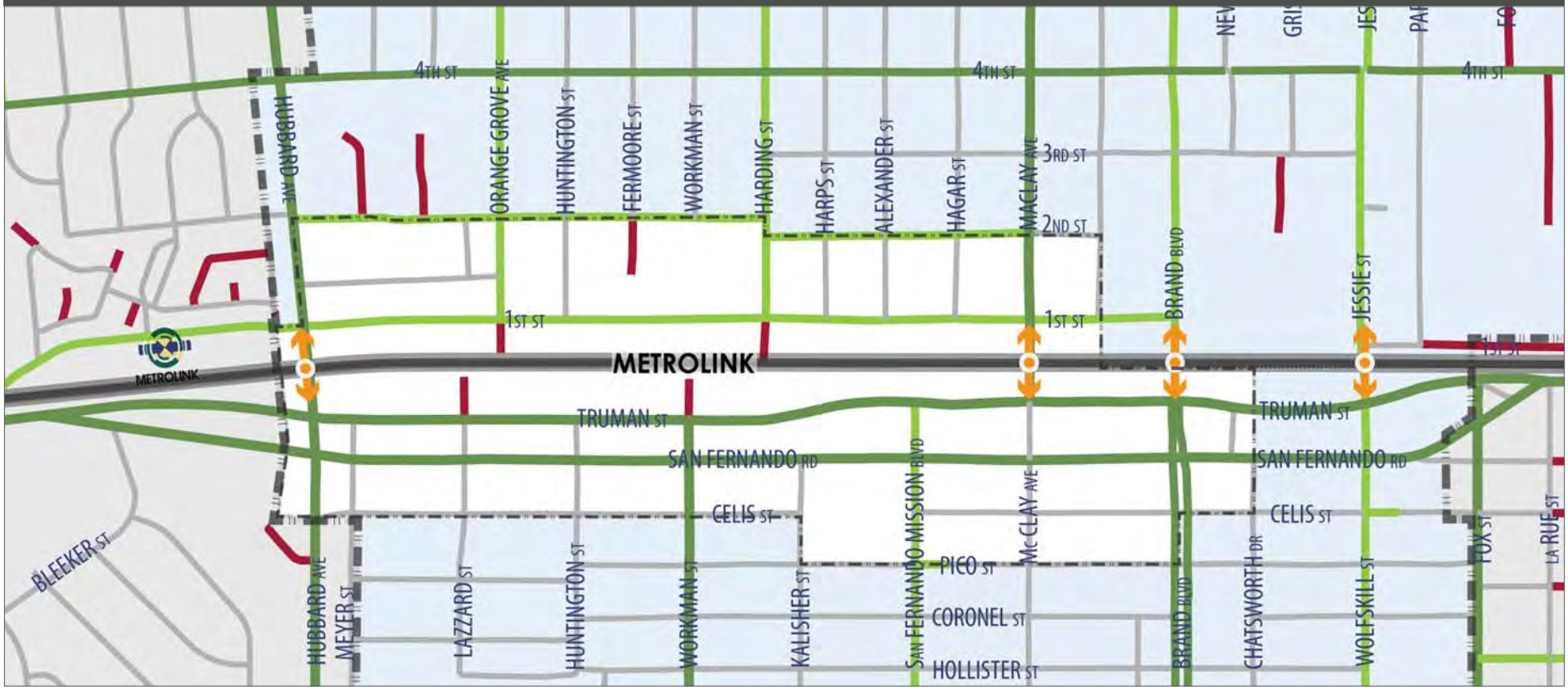
STRENGTHS / OPPORTUNITIES

- Deep lots between Truman Street and the railroad tracks are well-suited for development.
- The street network to the south of the railroad tracks is interconnected and walkable, providing residents, workers, and visitors with multiple routes to destinations such as Downtown.
- On-street parking is provided on most street segments within the Planning Area. This on-street parking creates a buffer between automobiles driving in the vehicular lanes and pedestrians walking on the sidewalks and also provides convenient parking for retail patrons immediately in front of stores and restaurants.

WEAKNESSES / CONSTRAINTS

- Shallow blocks (about 120 ft. deep) between Truman Street and San Fernando Road are more of a challenge to develop, especially for multi-family housing.
- There are few connections over the railroad tracks. Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Wolfskill Street are the only ways to cross from one side of the tracks to the other. Grade-separated road crossings associated with the at-grade High Speed Train (HST) alignment could potentially block Truman Street at these crossings. However, a pedestrian bridge over the railroad tracks at or near Workman Street would connect the neighborhoods to the north to Downtown.
- North of the First Street, five of the six north-south running streets between Harding Street and Hubbard Avenue do not extend down to First Street, reducing the number of routes from the neighborhoods north of Second Street to the Metrolink Station.
- The Metrolink Station is located on the north side of the tracks with access from the Planning Area via Hubbard Avenue, which currently provides an uninviting and unaccommodating environment for pedestrians. South of the railroad tracks it is lined by buildings that are separated from the sidewalk by parking lots; along the west side of the street between First and Second Streets, it is lined by sound walls. Street trees are missing and there are no clues to alert Metrolink patrons that the station is just around the corner.
- Other than along the San Fernando Mall, streets are wide with posted speed limits of 35 mph – a speed that is not conducive to a pedestrian environment.

FIG. 3: EXISTING STREET NETWORK



Legend

- *Primary Corridors*
- *Secondary Corridors*
- *Collector Streets*
- *Street Network Severed*
- *UPPR / Metrolink Tracks*
- *Railroad Crossing (vehicular)*
- *Metrolink Station*

View of San Fernando Road between Meyer Street and Lazard Street.

View of Maclay Avenue north of First Street.

SAN FERNANDO ROAD

EXISTING CONDITIONS

San Fernando Road between Hubbard Avenue and San Fernando Mission Boulevard consists of two lanes in each direction with parallel parking on both sides. Sidewalks are located immediately next to the curb and are approximately 8 feet wide along the south of the street and 12 feet wide along the north.

East of San Fernando Mission Boulevard, San Fernando Road consists of one lane in each direction with angled parking on one side and parallel parking designated for loading on the other. Within each block, the angled and parallel parking alternate from one side of the street to the other and the travel lanes meander southward and northward in response to the depth of the angled parking spaces. Sidewalks are urban in character and, depending on the adjacent parking configuration, range from 8 feet to 12 feet in width.

Except along the San Fernando Mall, street trees are few and far between and, where present, consist mainly of palms and *Ficus* trees, the latter of which tend to damage sidewalks, hardscapes, and planters with their aggressive roots.

SAN FERNANDO CORRIDORS SPECIFIC PLAN

The *San Fernando Corridors Specific Plan* proposes a set of design objectives for San Fernando Road, which include:

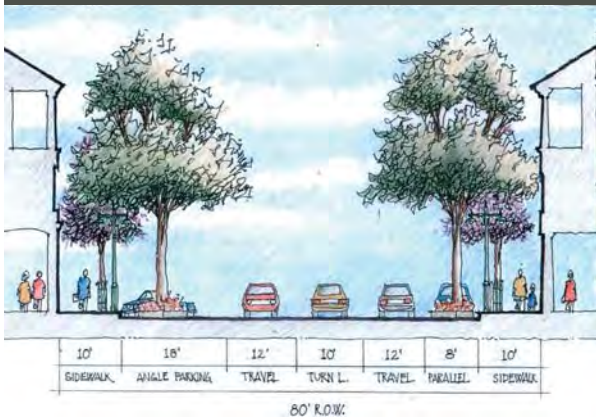
- **Mixed-Use Center.** Enable this portion of the city to serve a broader mix of uses, including residential, retail, and live-work, as well as its already existing commercial services.
- **Pedestrian Environment.** Broad sidewalks planted with new shade trees that alternate with palms will create a unique neighborhood feel.
- **Increased parking.** Angled parking spaces provide additional parking for new businesses and services
- **Transition / Extension of San Fernando Mall.** Angled parking narrows the street, slowing traffic, and provides an appropriate transition into the San Fernando Mall. Extending the pedestrian-friendly street character of the mall will help define this infill district
- **Create Gateways.** Define entrance to San Fernando from Sylmar, using large-scale prominent architectural features, that convey he message of urbanity and history.

The *Corridors Specific Plan* provides standards for the improvement of San Fernando Road between Hubbard Avenue and San Fernando Mission Boulevard, as shown in Figure 4 and Figure 5. These improvements have not been implemented. The Corridors Specific Plan makes no specific design recommendation for San Fernando Road between San Fernando Mission Boulevard and Chatsworth Drive. The existing conditions for this portion are shown in Figure 6.

ESFV TRANSIT CORRIDOR PROPOSAL

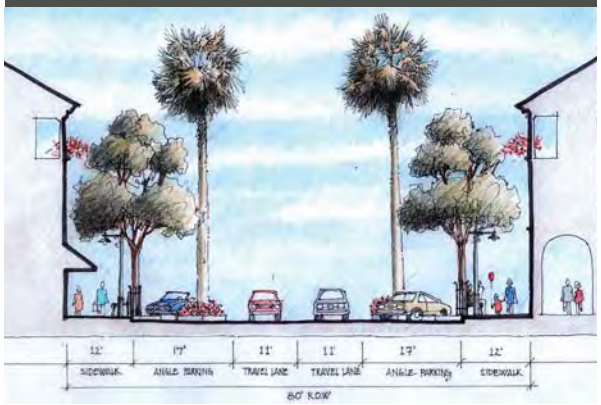
The ESFV Transit Corridor Alternative along San Fernando Road proposes a Tram that shares lanes with automobiles.

FIG. 4: HUBBARD AVE. – HUNTINGTON ST. PER CORRIDORS SPECIFIC PLAN



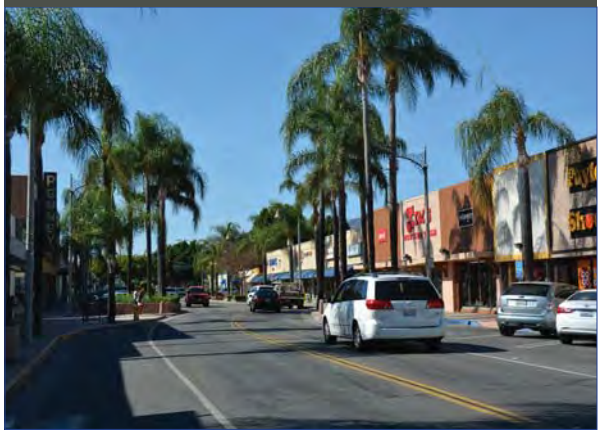
- **R.O.W.** – 80 feet.
- **Lanes** – One travel lane in each direction plus a shared left-turn lane.
- **Parking** – Mixed; angled on one side of the street and parallel parking on the other, alternating sides.
- **Sidewalks** – 12 feet wide, urban in character, with tree wells.
- **Street Trees** – Sidewalk tree wells and in-street planters spaced every four diagonal parking spaces and every two parallel spaces.
- **Street Lights** – double-head, pedestrian-scaled, installed at back of curb, every 64 feet.

FIG. 5: HUNTINGTON ST. – MISSION BLVD. PER CORRIDORS SPECIFIC PLAN



- **R.O.W.** – 80 feet.
- **Lanes** – One travel lane in each direction.
- **Parking** – Angled, both sides.
- **Sidewalks** – 12 feet wide, urban in character, with tree wells notched out into parking lanes, spaced every two parking spaces.
- **Street Trees** – In-street planters spaced every four diagonal parking spaces, planted with uplit palm trees.
- **Street Lights** – double-head, pedestrian-scaled, installed at back of curb, every 64 feet.

FIG. 6: EXISTING CONDITIONS MISSION BLVD. – CHATSWORTH DR.



- **R.O.W.** – 80 feet.
- **Lanes** – One travel lane in each direction.
- **Parking** – Mixed; angled on one side of the street and parallel parking on the other, alternating sides.
- **Sidewalks** – 8 to 12 feet wide, urban in character, with tree wells.
- **Street Trees** – Palm trees in tree-wells with periodic accent trees.
- **Street Lights** – single-head.

STRENGTHS / OPPORTUNITIES

- The *Corridors Specific Plan* provides standards for a pedestrian-friendly San Fernando Road comprised of sufficiently wide, tree-lined sidewalks, a reduced number of travel lanes, and parked cars separating pedestrians from moving traffic. In addition, the introduction of angled parking on one or both sides of the street increases the amount of convenient, on-street parking in front of stores, restaurants, and businesses. Existing *Ficus* street trees can be replaced with a more suitable street tree species.
- The *Corridors Specific Plan* does not provide an alternative for the San Fernando Mall. Should the Tram alternative proposed by the East San Fernando Valley Transit Corridor Project *not* be introduced, consideration should be given to straightening San Fernando Road and – R.O.W. width permitting – extending the street design proposed for the segment west of San Fernando Mission Boulevard into the Mall.
- If the Tram alternative of the East San Fernando Valley Transit Corridor Study is implemented, it is recommended that the street design consist of one lane in each direction, parallel parking on both sides of the street, and possibly a center turn lane.

WEAKNESSES / CONSTRAINTS

- Other than along the San Fernando Mall, San Fernando Road is wide with posted speed limits of 35 mph – a speed that is at odds with a pedestrian environment.

TRUMAN STREET

EXISTING CONDITIONS

Truman Street between Hubbard Avenue and Workman Street consists of two lanes in each direction with parallel parking on both sides. Sidewalks are located immediately next to the curb and are approximately 8 feet wide.

East of Workman Street, Truman Street consists of two lanes in each direction with a shared left turn lane down the middle. Parking is not allowed on either side of the street and 8 foot wide sidewalks are located immediately next to the curb.

Street trees are present between Brand Boulevard and San Fernando Mission Boulevard and consist mainly of palms and *Ficus* trees, the latter of which tend to damage sidewalks, hardscapes, and planters with their aggressive roots. West of San Fernando Mission Boulevard, street trees are largely absent.

SAN FERNANDO CORRIDORS SPECIFIC PLAN

The *San Fernando Corridors Specific Plan* proposes the following design objectives for Truman Street:

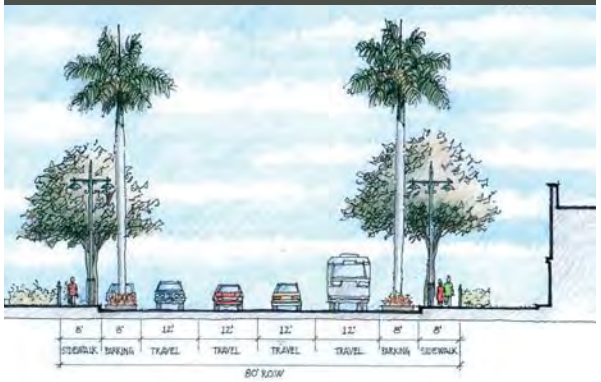
- Maintain access and service to the City's working industries such as light industrial, commercial, warehouse and distribution.
- Enhance streetscape character, converting Truman into a "Grand Boulevard" that reinforces its role as the City's major east-west thoroughfare.

The *Corridors Specific Plan* provides standards for the improvement of Truman Street along its entire length through the Planning Area, as shown Figure 7 and Figure 8. These improvements have not been implemented.

ESFV TRANSIT CORRIDOR PROPOSAL

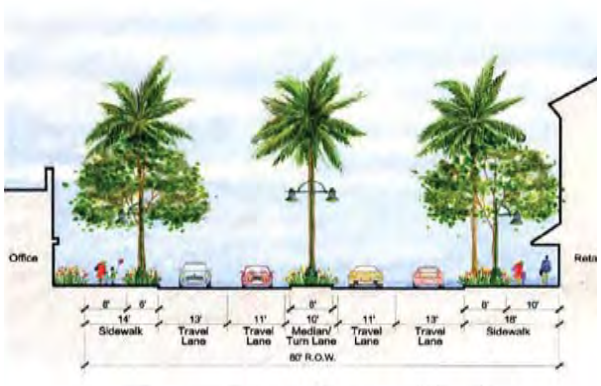
The ESFV Transit Corridor alternative along Truman Street proposes Bus Rapid Transit (BRT) along the curbside lanes, maintaining the existing configuration of Truman Street.

FIG. 7: HUBBARD ST. – WORKMAN ST. PER CORRIDORS SPECIFIC PLAN



- **R.O.W.** – 80 feet.
- **Lanes** – Two 11 foot wide travel lanes in each direction
- **Parking** – Parallel, both sides.
- **Sidewalks** – 8 feet wide, urban in character, with tree wells notched out into parking lanes, spaced every two parking spaces.
- **In-Street Planters** – Spaced every two parking spaces, (alternated spacing with sidewalk street trees), with uplit palm trees
- **Street Lights** – double-head, pedestrian-scaled, installed at back of curb, every 60'.

FIG. 8: EAST OF WORKMAN STREET PER CORRIDORS SPECIFIC PLAN



- **R.O.W.** – 80 feet.
- **Lanes** – 2 lanes in each direction with 13 foot wide outer lanes, 11 foot wide inner lanes, and a 10' median with left-turn pockets.
- **Parking** – No on-street parking.
- **Sidewalks** – Sidewalks – 14-18 foot wide sidewalks with 6-8 foot wide landscaped parkway.
- **Median** – 8-10 foot wide landscaped median with uplit palm trees, double-head street lights, and left-turn pockets.
- **Street Lights** – Double-head, pedestrian-scaled, installed at back of curb, every 45'.
- **Landmarks** – For citywide placemaking and wayfinding, and to "stitch together" the district.

STRENGTHS / OPPORTUNITIES

- Truman Street is not a "cozy" Downtown street and probably never will be. It is wide and has higher traffic speeds and should continue to be the main east-west thoroughfare. That being said, the *Corridors Specific Plan's* solution of introducing streetscape improvements – including replacing the existing *Ficus* street trees, which have roots that tend to damage and uplift sidewalks – and a planted median along the segment of Truman Street east of Workman Street would successfully alert motorists, cyclists, and transit riders that they have arrived in Downtown San Fernando. With the focus of creating a stronger pedestrian and bicycle connection to the Metrolink Station, the improvements recommended by the *Corridors Specific Plan* can be refined to include bike lanes and/or bus lanes. Preliminary traffic counts (see Appendix 1) indicate that current traffic volumes could be accommodated in a roadway comprised of one vehicular lane in each direction with a shared center turn lane.

WEAKNESSES / CONSTRAINTS

- The *Corridors Specific Plan* design standards for Truman Street, east of Workman Street prohibit on-street parking, meaning there is no buffer between moving vehicles and pedestrians on the sidewalk. The absence of parked cars also results in wider roadway pavement, potentially encouraging motorists to drive faster than the posted speed limit. Consideration should be given to introducing on-street parallel parking along Truman Street within the Planing Area boundary.

MACLAY AVE

EXISTING CONDITIONS

Maclay Avenue north of First Street has an 80 foot wide right-of-way, one vehicular travel lane in each direction, angled parking on the west side of the street, and parallel parking along its east side. In-street tree wells are located between every third or fourth angled parking space and between every two parallel angled parking spaces. Sidewalks are approximately 10 feet wide with street trees – in addition to the in-street trees mentioned above – planted in tree wells.

Between First Street and San Fernando Road, Maclay Avenue has two vehicular travel lanes in each direction. On-street parking is prohibited and sidewalks are approximately 8 feet wide.

South of San Fernando Road, the right-of-way narrows to 60 feet with two lanes in each direction. The curbside southbound vehicular travel is a dedicated right turn lane. On-street parking is also prohibited on this segment of Maclay Avenue.

South of Celis Street, Maclay Avenue has a 60 foot right-of-way, one vehicular travel lane in each direction, and parallel parking on both sides of the street.

Street trees south of the railroad tracks consist of *Ficus* trees, which tend to damage sidewalks, hardscapes, and planters with their aggressive roots. There are no street trees in the segment between the railroad tracks and First Street. North of First Street, street trees are located in sidewalk planters and in-street planters.

SAN FERNANDO CORRIDORS SPECIFIC PLAN

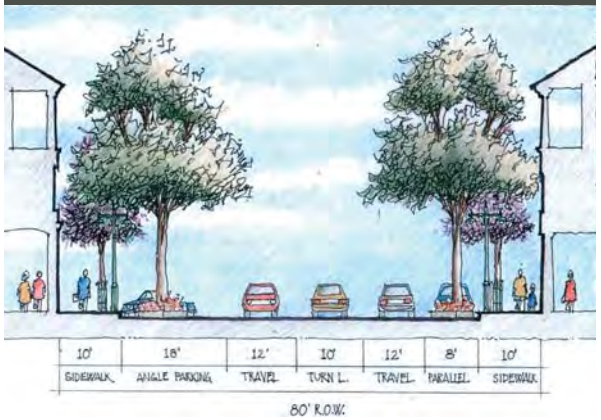
The *San Fernando Corridors Specific Plan's* design objectives for Maclay Avenue are:

- Maclay Avenue north of First Street is phase one of the Specific Plan area's improvements and is meant to "kickstart" downtown revitalization.
- Create a place that alerts passersby they have arrived downtown.

The *Corridors Specific Plan* provides standards for the improvement of Maclay Avenue solely for the portion north of First Street as shown in Figure 9. These improvements have been implemented.

The *Corridors Specific Plan* makes no specific design recommendation for Maclay Avenue south of First Street. The existing conditions for the portion between First Street and San Fernando Road and for the portion south of San Fernando Road are shown in Figure 10 and Figure 11, respectively.

FIG. 9: NORTH OF FIRST ST. PER CORIDDORS SPECIFIC PLAN



- **R.O.W.** – 80 feet.
- **Lanes** – One 11 foot wide lane in each direction and a shared 10 foot wide center turn lane.
- **Parking** – Angled parking on the west side, parallel parking along the east side
- **Sidewalks** – 10 foot wide sidewalks with tree wells planted with flowering trees, spaced 60 feet.
- **In-street Planters** – Staggered between sidewalk trees between parking spaces.
- **Street Lights** – Double-head, pedestrian-scaled, installed at back of curb, every 30'.

FIG. 10: EXISTING CONDITION 1ST ST. – SAN FERNANDO RD.

- **R.O.W.** – 80 feet.
- **Lanes** – Two lanes in each direction.
- **Parking** – Not allowed.
- **Sidewalks** – 8-10 foot wide sidewalks (First Street to Truman Street); 10-12 foot wide (Truman Stree to San Fernando Road).
- **Street trees** – In tree wells
- **Street Lights** – Cobra head

FIG. 11: EXISTING CONDITION SOUTH OF SAN FERNANDO RD.

- **R.O.W.** – 60 feet.
- **Lanes** – Two lanes in each direction between San Fernando Rd. and Celis St. / one lane in each direction south of Celis St.
- **Parking** – Not allowed between San Fernando Rd. and Celis St. / parallel south of Celis St.
- **Sidewalks** – 8 foot wide sidewalks.
- **Street trees** – In tree wells
- **Street Lights** – Cobra head

STRENGTHS / OPPORTUNITIES

- Filling in the intermittent streetscape along Maclay Avenue south of First Street would help create a stonger connection between the successfully revitalized portions of Maclay Avenue north of First Street and the San Fernando Mall. Existing *Ficus* street trees, which have roots that tend to damage and uplift sidewalks, can be replaced with a more suitable street tree species.

WEAKNESSES / CONSTRAINTS

- The lack of on-street parking along Maclay Avenue south of First Street does not convey to motorists and pedestrians that they have arrived downtown.

V. BUILDING PLACEMENT AND FRONTAGE

The *Corridors Specific Plan* provides a thorough description of the existing conditions along the Planing Area's corridors. The following description and related diagrams are intended to supplement the account given in the Specific Plan.

BUILDING PLACEMENT

As shown in Figure 12, buildings along the San Fernando Mall between San Fernando Mission Boulevard and Chatsworth Street form a consistent "streetwall" – that is, they are sited directly at the back of the sidewalk with no spaces between buildings. Parking is located behind these buildings, in on-street parking spaces, or in public parking lots. The same building pattern is found along Maclay Avenue north of First Street. This building pattern fosters a pedestrian-friendly environment.

As pointed out in the Corridors Specific Plan, there is a noticeable disconnect along Maclay Avenue between First Street and the San Fernando Mall. Parcels are vacant, occupied by parking lots, or occupied by buildings separated from the sidewalk by parking lots.

The building placement pattern west of San Fernando Mission Boulevard along both San Fernando Road and Truman Street is more dispersed, with many buildings being separated from the sidewalk and from each other by parking lots. This pattern is also present along Hubbard Avenue. There are, however, a number of buildings along Truman Street that are placed right up to the sidewalk with parking to the side. Nevertheless, the lack of a consistent streetwall and sporadic street trees results in an environment that is unappealing to pedestrians and creates a noticeable gap between the San Fernando Mall and the Metrolink Station.

The building pattern along First Street is fairly intact with most buildings being built right up to the sidewalk, some with parking to the side.

Residential building between First Street and Second Street are setback from the street by relatively consistent front yard setbacks. Many single family houses have additions that extend into their backyards, but do not completely fill up the back yard.

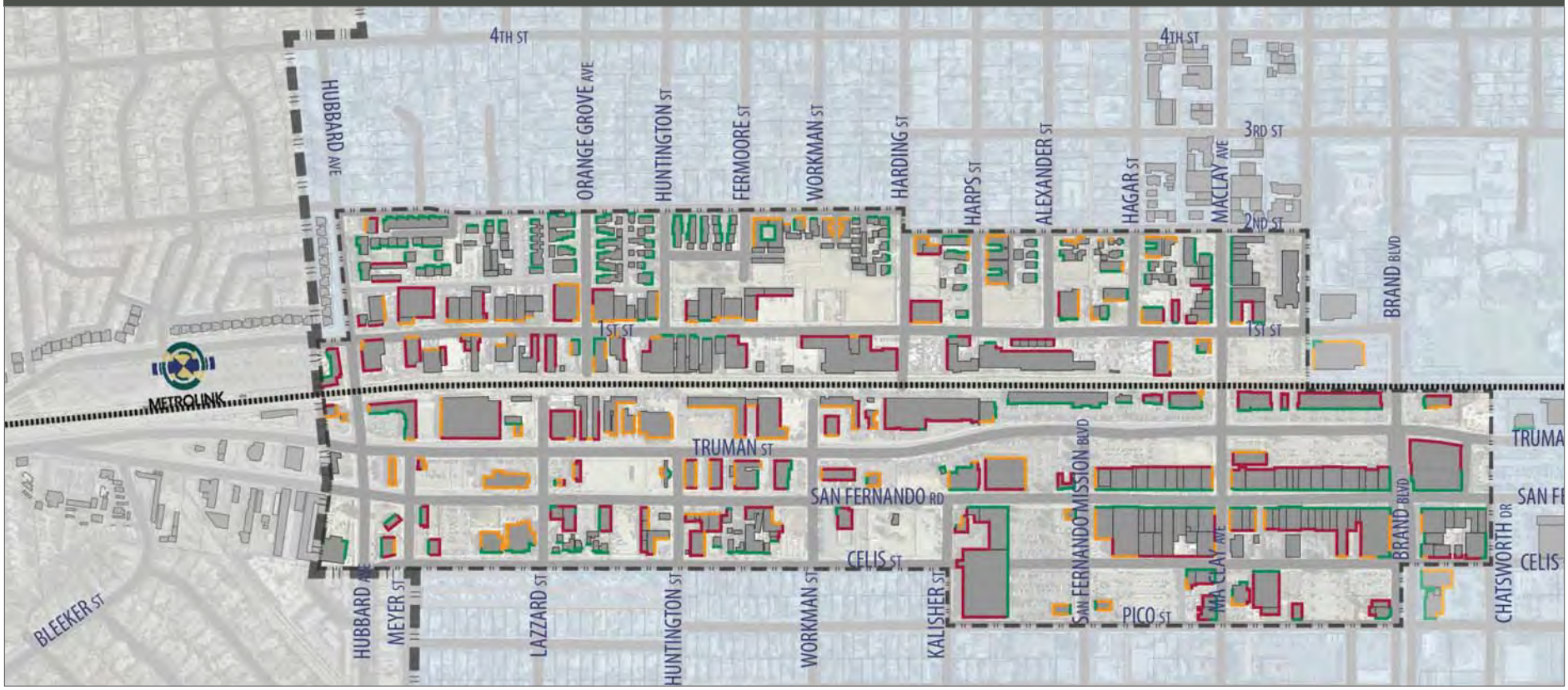
BUILDING FRONTS AND BACKS

As depicted in Figure 12, in terms of pedestrian friendliness, building frontage patterns follow a similar pattern as building placement. Buildings along the San Fernando Mall and along Maclay Avenue north of First Street face and are accessed form the sidewalk. Buildings west of San Fernando Mission Boulevard tend to turn their sides or backs to the sidewalk, with access from side parking lots. Like large gaps between buildings, blank walls or walls devoid of sidewalk facing entries result in an unpleasant environment for pedestrians.

STRENGTHS / OPPORTUNITIES

- The *Corridors Specific Plan* promotes pedestrian-friendly building placement and frontage by requiring buildings to front San Fernando Road, by establishing the intersections of Maclay Avenue, San Fernando Road, and Truman Street as a important center of the City, and by creating an architectural edge along Truman Street.
- Most buildings along First Street are built to the sidewalk, but due to their industrial uses lack street-facing windows. As these buildings are adaptively reused, more street-facing windows could be introduced in order to make a more pedestrian-friendly environment along First Street. This is also the case for many buildings along Truman Street.
- Almost all the existing buildings within the areas currently zoned R-3 (Multiple Family) have street-facing windows and are accessed directly from the sidewalk, contributing to a pedestrian-friendly environment with "eyes on the street."

FIG. 12: BUILDING PLACEMENT AND FRONTS / BACKS



Legend

- *Existing Building Footprints*
- *Contributing Street Frontage*
- *No Frontage / Side/Back*
- *Minimal Street Frontage*

Pedestrian oriented buildings along the Mall.

Caption.

VI. LAND USE

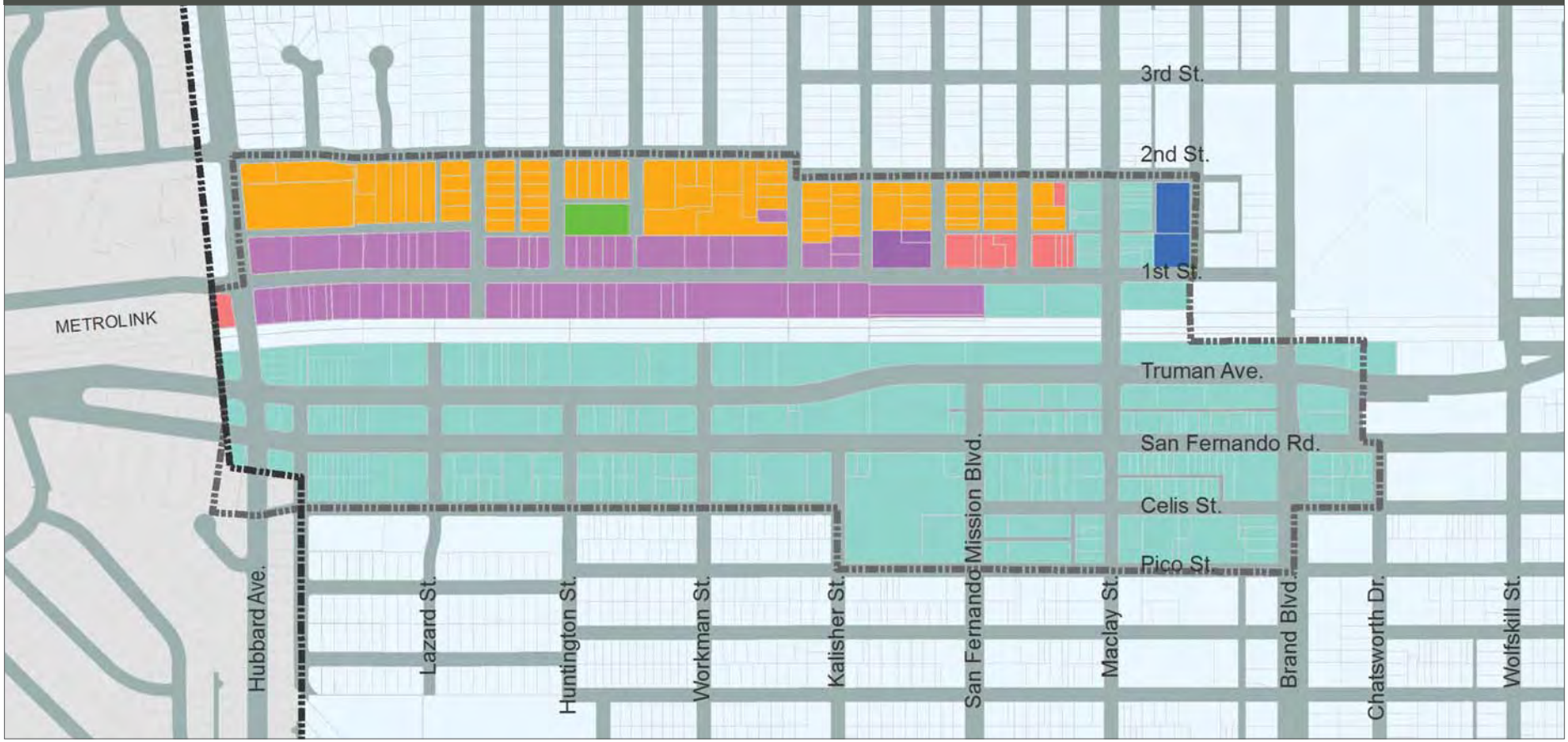
GENERAL PLAN LAND USE

The General Plan designations in the Planning Area are rather simple and geographically distinct. The blocks at the far northeastern end of the Planning Area are classified as High Density Residential (HDR), creating a transition between the low-density single-family neighborhoods and the industrial and commercial heart of the City. Industrial uses are clustered between the HDR-zoned parcels and the rail line. Nearly all other parcels in the Planning Area are designated as Specific Plan, which was added to the General Plan in 2005 (*San Fernando Corridors Specific Plan*). This addition modified the land use designation to Specific Plan Area 4 (SP-4), thus referring land use intensities, vision, and policy to that document.

TABLE 1: GENERAL PLAN LAND USE

General Plan Land Use Designation	Area (Acres)	Percent of Project Area
High Density Residential	16.4	14%
Commercial	2	2%
Industrial	18	16%
Manufacturing	0.8	1%
Park	0.8	1%
Public/Quasi-Public	2.4	2%
Specific Plan Area 4 (SP-4)	60	54%
No Designation	11.1	10%
Total	**111.5**	**100%**

FIG. 13: GENERAL PLAN LAND USE



Legend

- High Density Residential
- Industrial
- Manufacturing
- Commercial
- Public/Quasi-Public
- Specific Plan (SP-4)
- Park

EXISTING ZONING

Land uses on parcels within the portions of the Planing Area located to the south of the railroad tracks and along Maclay Avenue up to the Planning Area's northern boundary (Second Street) are governed by the *Corridors Specific Plan* (See Figure 14). Land uses to the north of the railroad tracks are governed by the San Fernando Zoning Ordinance.

CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS AND GUIDELINES

The *Corridors Specific Plan* consists of three districts, the Maclay District, the Downtown District, and the Truman / San Fernando District. The Downtown District is further divided into two sub-districts, the City Center and the San Fernando Mall, while the Truman / San Fernando District, is divided into four sub-districts, the Support Commercial, the Workplace Commercial, the Mixed-Use Transition, and the Auto Commercial. The Maclay District and the Auto Commercial Sub-District are outside the Planning Area's boundaries. The Sub-Districts within this T.O.D. Overlay Zone Planning Area are summed up in Table 2.

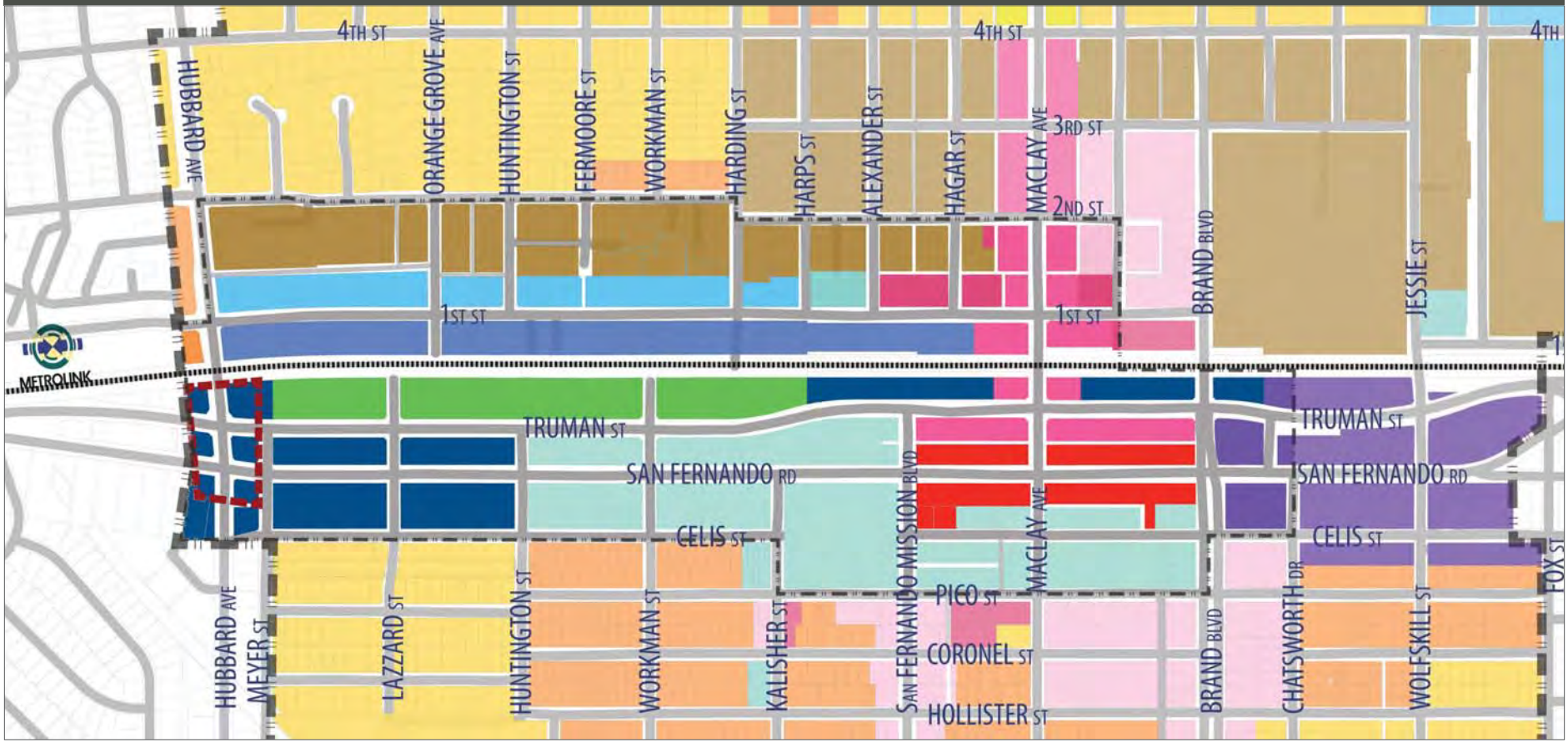
STRENGTHS / OPPORTUNITIES

- The City Center, San Fernando Mall, and Mixed-Use Transition Sub-Districts provide a strong framework for creating an active, walkable environment focused on San Fernando Road.
- Retail that employs storefront frontages is focused along San Fernando Road, along Maclay Avenue, and within the Neighborhood Services Overlay along Hubbard Avenue.
- Buildings on parcels that extend between San Fernando Road and Truman Street are required to front onto San Fernando Road.
- The commercial/office open space requirements offer potential for introduction of public open space within Plan Area either on-site as part of development or off-site as plaza or green.
- The open space requirement in the Truman/ San Fernando District needs clarification since it appears that all a new project needs to provide is 150 square feet of common open space, regardless of the number of units. This Specific Plan update provides an opportunity to fine tune the private open space standards, as well as the parking configuration/layout and parking space size standards, the number of allowed parking spaces, and on-site storage standards.

WEAKNESSES / CONSTRAINTS

- The parcels west of Huntington Street are currently designated Support Commercial and Workplace Commercial, which do not allow residential uses and limit building heights to 3 stories. In order to create a T.O.D. in this area, consideration should be given to allowing residential uses and building heights up to 4 stories. The standards of the Mixed-Use Transition Sub-District can form the basis for the zoning of the these areas.
- The existing light industrial and auto-related businesses located west of San Fernando Mission Boulevard are potentially incompatible with future residential uses.
- The requirement that new buildings located on the parcels that extend between San Fernando Road and Truman Street front San Fernando Road can result in the backs of these buildings facing Truman Street. Consideration should be given to introducing frontage or facade standards for backs of buildings that face Truman Street.
- The Support Commercial Sub-District requires buildings facing Truman Street to be setback a minimum of 15 feet from the front property line. Many existing buildings are located closer than this. Consideration should be given to allowing buildings to extend all the way to the front property line.

FIG. 14: EXISTING ZONING



Legend

San Fernando Corridors Specific Plan

- *City Center*
- *San Fernando Mall*
- *Workplace Commercial*
- *Support Commercial*
- *Mixed-Use Transition*
- *Auto Commercial*
- *Maclay District*
- *Neighborhood Serving Overlay Areas*

San Fernando Zoning Ordinance

- *R-1 Single Family Residential*
- *R-2 - Multiple Family Dwelling*
- *R-3 - Multiple Family*
- *C-1 - Limited Commercial*
- *C-2 - Commercial*
- *M-1 - Limited Industrial*
- *M-2 - Light Industrial*

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS

	City Center Sub-District	San Fernando Mall Sub-District
Purpose		
	Create 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, civic and community meeting places and entertainment venues. Offices, studios, schools and residential dwellings are also permitted on the upper floors of multistory buildings in the district.	
Intensity		
FAR	• *3.0 FAR max.* • *3.5 FAR max. if mixed-use development*	• *3.0 FAR max.* • *3.5 FAR max. if mixed-use development*
Density		
Height		
Min.	• *24 ft.* • *Parcels fronting intersection of Truman St. and Maclay Ave. must anchor corner with tower a min. of 6 ft. and a max. of 10 ft. above adjacent roof, cornice, parapet, or eave line.*	
Max.	• *4 floors or 50 ft.* • *Adjacent to single family dwellings in R-1 zone must step down so no façade wall extends higher than 10 ft. above height of adjacent single family dwelling within a distance of 15 ft. from property line.* • *Accessory buildings: 12 ft.*	
Setbacks		
Front and Side Street	• *Non-residential: 0 ft. from front property line or back of sidewalk.* • *Residential: min. 15 ft/max 20 ft. from front property line or back of sidewalk.*	

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS (CONT'D)

	Support Commercial Sub-District	*Workplace Commercial Sub-District*	*Mixed-Use Transition Sub-District*
Purpose			
	Serves as the designated area for the city's commercial sales and industrial activity. Additional permitted uses include professional and technical schools; production studios; and drive-up and in drive-in restaurants. Residential uses are prohibited within this Sub-District. Conditional uses include auto sales rental; sit-down restaurants, and gas stations.	*Creates a workplace environment for offices, professional services, medical, and dental facilities, as well as professional and technical schools; production studios; entertainment uses; and drive-up and in drive-in restaurants. Residential uses are prohibited within this Sub-District. In addition, a "Neighborhood Services Overlay" is located along Hubbard Avenue.*	*Supports development of a mix of use types, ranging from residential and office uses to limited areas of retail stores and services. Along San Fernando Road between Huntington St. and San Fernando Mission Blvd., is dedicated to lively streetfront activity, with buildings located directly at the back of sidewalk and storefront facades that foster activity and interest along the street.*
Intensity			
FAR	• *2.0 max.*	• *2.0 max.*	• *2.0 max.* • *2.5 max. for mixed-use development*
Density	• *n/a*	• *n/a*	• *24 du/acre min. / 45 du/acre max.*
Height			
Min.	• *24 ft.; may be single-story with parapet*		
Max.	• *3 floors or 40 feet in height.*	• *3 floors or 40 feet in height.*	• *3 floors or 40 feet in height.* • *4 floors or 50 ft. along San Fernando Rd. between Huntington St. and Mission Blvd. if residential on upper floors.*
Setbacks			
Front and Side Street	• *Buildings fronting Truman St.: 15 ft.* • *Parking may not be located between the building frontage and the front property line.*	• *Buildings fronting both Truman St. and San Fernando Rd. shall front San Fernando Rd.* • *Buildings fronting San Fernando Rd.: 6 ft. min./15 ft. max.* • *Buildings fronting Truman St.: 15 ft. min. / no max. Parking may not be located between building frontage and front property line and front landscape areas must be landscaped.* • *Buildings fronting north side of Truman St. and adjacent to Downtown District: 6 ft. min./15 ft. max.*	• *Buildings fronting both Truman St. and San Fernando Rd. shall front San Fernando Rd.* • *Buildings fronting San Fernando Road: 0 ft. from front property line.* • *Buildings fronting all other streets: 15 ft. min. / no max.*

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS

	City Center Sub-District	*San Fernando Mall Sub-District*
Side	• *0 ft.* • *12 ft. max. setback for driveways and pathways*	
Rear	• *No requirements*	
Parking Lots / Structures	• *New surface lot may not front onto Maclay Ave. or San Fernando Rd.* • *5 ft. min. from all property lines for surface lots fronting other streets.* • *0 ft. for freestanding parking structures*	
Site Development		
Driveways	• *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)* • *When only front access is available:* ī *Two one-way cuts per building; or* ī *Two one-way cuts per 150 feet of street frontage* ī *Max. width: 12 ft.* ī *Service access must be from side streets, alleys and rear parking areas wherever possible*	
Open Space	***Commercial/Office:*** • *Developments > 30,000 sf shall provide min. 100 sf / 2,000 sf of ground floor retail and 100 sf / 1,000 sf of office space* • *Open space provision shall not include setbacks* • *Open spaces may be constructed on- or off-site or be satisfied with in-lieu fee* ***Residential:*** • *150 sf. min., not including setback areas; common open space must be built on site;* • *60 ft. of private open space per unit with min. dimension of 6ft. (patios, porches, balconies, terraces, and decks may provide open space).*	
Landscape	• *5 ft. min. planting area must be established at perimeter of parking lots and driveways.* • *Utilities, trash, service equipment, satellite receiving dishes, must be located away from streets and enclosed within portion of building, or screened by landscaping, fencing.* • *Rooftop equipment must be screened from view* • *Decorative up-lighting shall be operated on timers*	

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS (CONT'D)

	Support Commercial Sub-District	*Workplace Commercial Sub-District*	*Mixed-Use Transition Sub-District*
Side	• *5 ft. min. / 15 ft. max.*	• *5 ft. min. / 15 ft. max.*	• *Buildings fronting San Fernando Rd.: 0 ft. required;* • *Buildings fronting all other streets: 5 ft min. / 15 ft. max.*
Rear	• *10 feet.; Where alley is provided, setback may include one-half of alley / right-of-way width*		
Parking Lots / Structures	• *Front property line: 6 ft. min.* • *Side property line and building walls: 5 ft. min.* • *Rear property line: 6 ft. min.*		
Site Development			
Driveways	• *One two-way or two one-way cuts per building; or* • *One two-way or two one-way cuts per 150 feet of street frontage* • *Max. width: 20 ft. for two-way; 12 ft. for one-way* • *Driveways must be setback 5 ft. from adjoining properties / 3 ft. from adjacent buildings* • *Service access must be from alleys and rear parking areas wherever possible*		
Open Space	***Residential:*** • *150 sf. min., not including setback areas; common open space must be built on site;* • *60 ft. of private open space per unit with min. dimension of 6ft. (patios, porches, balconies, terraces, and decks may provide open space).*		
Landscape	• *Front setback: 50% min. shall be landscaped;* • *Front setback in Mixed-Use Transition Sub-District: area in front of neighborhood services or other active uses may be hardscaped; must also provide entrance plaza.* • *5 ft. min. planting area must be established at perimeter of parking lots and driveways.* • *Utilities, trash, service equipment, satellite receiving dishes, must be located away from streets and enclosed within portion of building, or screened by landscaping, fencing.* • *Rooftop equipment must be screened from view*		

SAN FERNANDO ZONING ORDINANCE

The Zoning Ordinance consists of eleven districts, five of which apply to parcels within the Planing Area: Multiple Family (R-3), Limited Commercial (C-1), Commercial (C-2), Limited Industrial (M-1), and Light Industrial (M-2). These Sub-Districts are summed up in Table 3.

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS

	Multiple Family (R-3)	*Limited Commercial (C-1)*
Purpose		
	The R-2 multiple-family dwelling zone is intended to provide an area for medium density residential development within the city	*The C-1 limited commercial zone is established to provide areas for limited commercial uses which offer retail and service facilities operative under development standards designed to create a compatible and harmonious setting.*
Intensity		
Density	• *one dwelling per 2,562 sf of lot area*	• *n/a*
Lot Size and coverage		
Min. Lot Area	• *7,500 sf.*	• *5,000 sf.*
Min. Lot Width	• *50 ft. / 55 ft. for corner site*	• *not specified*
Min. Lot Depth	• *100 ft.*	• *not specified*
Max. Lot Coverage	• *40 percent* • *Accessory buildings: 30 percent of required rear yard area.*	• *60 percent*
Height		
Max.	• *45 ft.*	• *45 ft.*

STRENGTHS / OPPORTUNITIES

- The Multiple Family (R-3) zone's building height, lot size, and setback requirements are appropriate for multi-family buildings located next to a single family neighborhood. Consideration should be given to increasing the density, especially for lots over a certain width and increasing the lot coverage percentage to 50 percent. Such increases will need to be calibrated with parking in order to ensure that on-site parking is appropriately screened from the street.

WEAKNESSES / CONSTRAINTS

- The Limited Industrial (M-1) and Light Industrial (M-2) zones do not permit residential uses. Residential uses, if introduced along First Street as part of this Specific Plan amendment, could potentially be incompatible with existing light industrial uses that occupy the buildings and parcels along First Street. Amendments to the zoning to allow residential uses will need to take into account this potential conflicts.

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)

	Commercial (C-2)	*Limited Industrial (M-1)*	*Light Industrial (M-2)*
Purpose			
	Provides areas for commercial uses which offer a wide range of goods and services including facilities for shopping, convenience goods and services, professional offices and recreation for the community. Allowed uses are intended to promote an environment which will encourage maximum efficiency of the commercial area with maximum protection for nearby property and property values.	*Provides areas for the location and operation of light manufacturing and related services and uses. This division is designed to promote the effective operation of light manufacturing uses and to increase their compatibility within this district and with adjacent land uses. It is also intended to provide for those uses which are supportive of or provide a direct service to the permitted industrial uses.*	*Provides an area for a variety of industrial activities operating under development standards designed to limit impacts on surrounding land uses.*
Intensity			
Density	• *n/a*	• *n/a*	• *n/a*
Lot Size and coverage			
Min. Lot Area	• *5,000 sf.*	• *10,000 sf.*	• *10,000 sf.*
Min. Lot Width	• *not specified*	• *not specified*	• *not specified*
Min. Lot Depth	• *not specified*	• *not specified*	• *not specified*
Max. Lot Coverage	• *60 percent*	• *60 percent*	• *60 percent*
Height			
Max.	• *45 ft.*	• *45 ft.*	• *45 ft.*

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)

	Multiple Family (R-3)	*Limited Commercial (C-1)*
Setbacks		
Front and Side Street	• *20 ft.*	• *10 ft.*
Side	• *5 ft.* • *Detached accessory structure: 3 ft.*	• *5 ft.*
Rear	• *20 ft.* • *Detached accessory structure: 3 ft.*	• *10 ft.*
Parking Lots / Structures	• *20 feet from the ultimate street right-of-way*	
Open Space		
	Common Area: • *4 units or more: 1,000 sf min. or 100 sf / unit, whichever is greater.* • *Min. dimension: 25 feet.* *Private Open Space:* • *4 or more units: 150 square feet per unit in addition to other required yards and spaces.* • *Min. dimension: 10 ft.*	• *n/a*

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)			
	Commercial (C-2)	*Limited Industrial (M-1)*	*Light Industrial (M-2)*
Setbacks			
Front and Side Street	• *10 ft.*	• *10 ft.*	• *10 ft.*
Side	• *5 ft.*	• *10 ft.*	• *10 ft.*
Rear	• *19 ft.*	• *10 ft.*	• *10 ft.*
Parking Lots / Structures			
Open Space			
	• *n/a*	• *n/a*	• *n/a*

EXISTING LAND USE

Existing land use within the Planning Area is varied, with over a dozen different types of uses. The predominant use is commercial, accounting for almost 40% of the total Planning Area (including services and food retail). The majority of the commercial uses are found southwest of the railroad tracks, along Truman Street, San Fernando Road, and Maclay Avenue. These streets form the city's downtown commercial retail district. With the exception of the large properties at the intersection San Fernando Road and Mission Boulevard (El Super shopping center), the majority of the commercial parcels are small (less than an acre in size) and narrow.

The second most prevalent land use within the Planning Area is industrial, comprising roughly a quarter of the total Planning Area. Both sides of the Metrolink tracks are lined with industrial uses. Typical uses are warehousing, storage, auto repair shops, and light industrial (for example, a silkscreen shop or a wood design business).

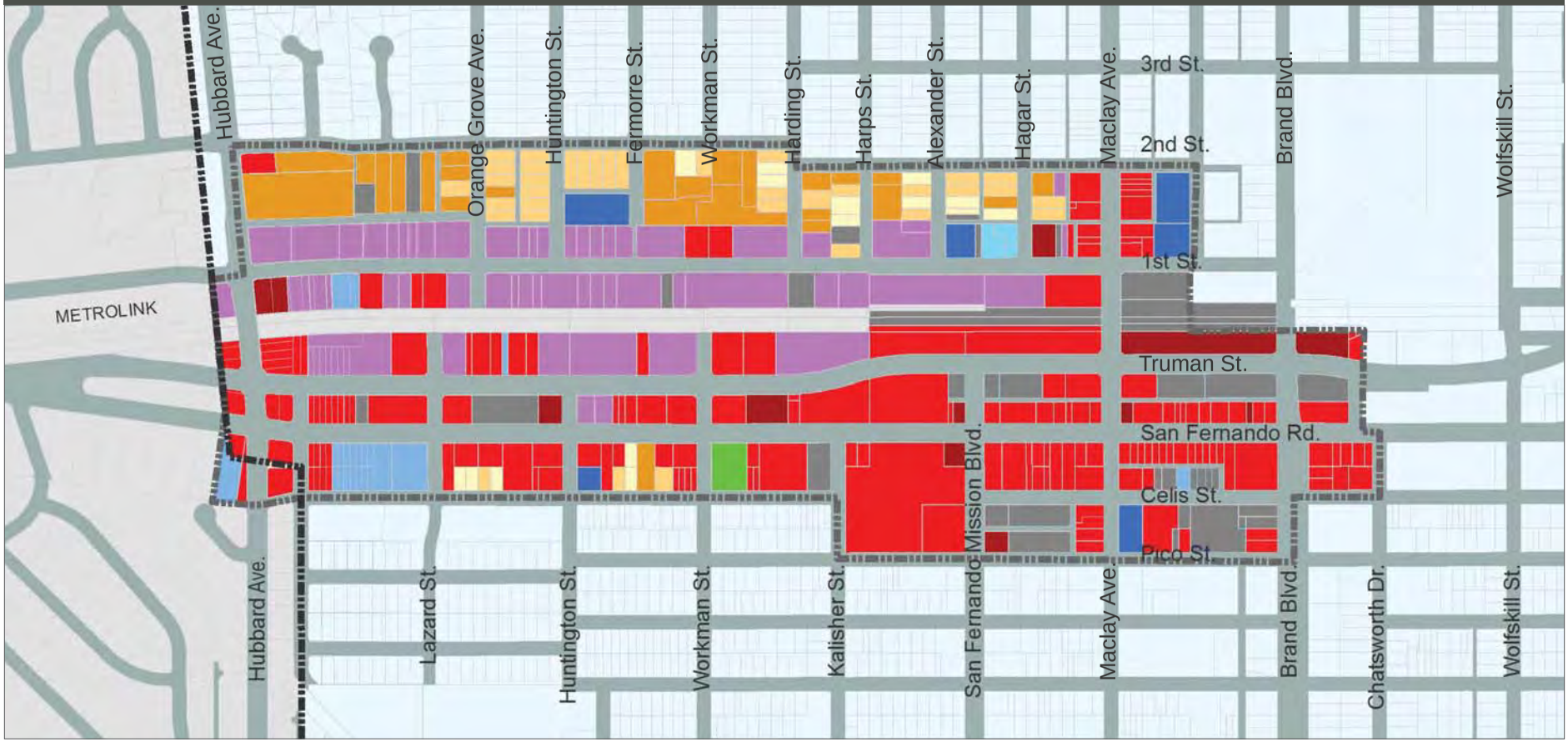
With a total of only 15 acres and 70 parcels, residential uses are a minority presence in the Planning Area. Residential buildings are concentrated in the northern part of the area, between Hubbard Avenue and Maclay Avenue. Dwellings are primarily 1 to 2-story multi-family apartment buildings and courtyard housing. Accounting for just less than 3% of the Planning Area There is only one institutional use, the Northeast Valley Health Corporation a major health care facility that occupies the block bounded by Meyer Street, Lazard Street, Celis Street, and San Fernando Road. The railroad tracks used by the Metrolink tracks neatly bisect the Planning Area in two, covering seven acres with an average right-of-way width of 60 feet.

See Section III (Land Use and Ownership Survey) for a parcel by parcel description of existing land uses.

TABLE 4: EXISTING LAND USES

Existing Land Use	Area (Acres)	Percent of Project Area
Single Family Residential	2.2	2%
2-, 3-, or 4-Unit Residential	5.4	5%
5 or More Unit Residential	7.2	6%
Commercial, Retail, Services	38.6	35%
Food Retail	4.2	4%
Helath Care Facilities	0.2	0%
Office	3.4	3%
Industrial	24.4	22%
Parking	9.3	8%
Government or Institutional	9.1	8%
Utilities or Miscellaneous	6.8	6%
Recreational Facilities	0.7	1%
Total	**111.5**	**100%**

FIG. 15: EXISTING LAND USES



Legend

- Single-Family Residential
- Two, Three, or Four-Unit Res.
- Five or More Unit Residential
- Commercial, Retail, & Services
- Food Retail
- Recreational Facilities
- Health Care Facillities
- Office
- Industrial
- Parking
- Government or Institutional
- Utilities or Misc

VII. COMMUNITY ASSETS

There are a whole variety of community assets within and near the Planning Area, including schools, parks, places of worship, historic resources, transit, and Downtown San Fernando (see Figure 2).

PARKS

Layne Park is the only park within the Planing Area. Located between Huntington Street and Fermoore Street north of the railroad tracks, it provides a playground, a half-court basketball court, picnic tables, and an informal turf area. In addition, there are a number of parks located within walking distance of the Planning Area:

- Rudy Ortega Park, located at Hubbard Avenue and Fourth Street, consists of walking trails that wind through open spaces landscaped with drought tolerant plants and trees. Focal points include a simulated Tataviam tribe village, a Japanese tea house, a Mission style plaza, a small amphitheatre, and the restoration of a historic water tower.
- Las Palmas Park, located at Huntington Street and Hollister Street, provides four baseball fields, a playground, six outdoor basketball courts, an indoor gymnasium, multi-purpose rooms, an outdoor fitness area, and picnic areas with public barbecues.
- Recreation Park, located at First Street and Park Avenue, provides an indoor gymnasium, a softball field, a playground, and outdoor basketball court, two outdoor fitness areas, and picnic areas with public barbecues.
- The San Fernando Regional Pool Facility, operated by the County of Los Angeles, is a state of the art pool facility built in 2008. The 3-acre venue facility is open to the public and offers year around programming.
- Cesar E. Chavez Memorial, located on the corner of Truman Street and Wolfskill Street, honors the legacy of civil rights leader Cesar E. Chavez. The park consists of four separate art pieces, a mural, and a fountain placed in a park setting.

SCHOOLS

There is one charter school (PUC Inspire Charter), located at the corner of Celis Street and Huntington Street. Also, there is one private school (St. Ferdinand's School) and one public school (San Fernando Middle School) within walking distance of the Planning Area.

TRANSIT

The Planning Area is well served by an extensive transit network, including: Metrolink service between Lancaster and Union Station; Metro Local and Rapid Line bus service along Truman Street, San Fernando Mission Boulevard, and Brand Boulevard; LADOT Commuter Express service to LAX/El Segundo; and the San Fernando Trolley, which provides daytime service throughout the City of San Fernando. In addition, the San Fernando Road Bike Trail runs adjacent to the railroad right-of-way.

View of Layne Park.

View of the San Fernando Regional Pool Facility

View of a San Fernando Trolley in front of City Hall.

FIG. 16: COMMUNITY ASSETS

LEGEND

- Existing Schools
- Existing Parks/Open Space
- Planned Open Space/Greenways
- Class I Bike Trail
- Metrolink Station

1. Layne Park
2. Las Palmas Park
3. Rudy Ortega Park
4. Recreational Park
5. San Fernando Regional Pool Facility
6. Ceasar E. Chavez Memorial
7. Poverllo of Assisi Retreat
8. Northeast Valley Health Corporation
9. PUV Inspire Charter School
10. Valley Care San Fernando Clinic
11. San Fernando Courthouse
12. San Fernando City Hall
13. San Fernando Mall
14. "Downtown" San Fernando
15. Lopez Adobe
16. St Ferdinand School
17. San Fernando Middle School

PLACES OF WORSHIP

The only place of worship within the Planning Area is the Lighthouse Christian Center, located on the corner of First and Alexander Streets. Within a quarter mile walking distance are no less than six churches: St. Ferdinand's Catholic Church, Living Hope Community Church, First Baptist Church, Calvary United Pentecostal Church, Church of the Nazarene, and Park Chapel African Methodist Episcopal Church.

HISTORIC RESOURCES

The City contains a number of historic resources. A 2002 study found that one property, the Lopez Adobe, is on the National Register of Historic Places, seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the 2005 Historic Preservation Element.

DOWNTOWN

Downtown's commercial, restaurant, and services offerings along Maclay Avenue and San Fernando Road provide an important destination right in the Planning Area.

CIVIC CENTER AND CITY-OWNED LOTS

A total of 18 parcels (nine acres in size) are owned by the City and other government entities within the Planning Area. These are mostly public surface parking lots, available for tourists and shoppers looking to park and walk through the downtown retail district. They are strategically located behind private commercial properties, allowing users to park in close proximity to businesses. However, the opportunity exists for redeveloping these surface lots with structured parking and/or other higher intensity development, should the City wish to take advantage of its assets.

The Civic Center consisting of City Hall and the Council Chambers, the Police Department, and the San Fernando Courthouse are located north of the railroad tracks between the railroad right-of-way and Second Street. In addition, the City owns Layne Park, a public park located amongst the residential properties on Huntington Street. As of the writing of this report, the City was in the process of selling two former city-owned fire stations including one that is located within the Planning Area on First Street.

View of St. Ferdinand's Church.

View of Lopez Adobe.

View of a City-owned parking lot.

STRENGTHS / OPPORTUNITIES

- The presence of one park within the Planning Area and multiple parks within a quarter mile walking distance in almost all directions of the Planning Area mean that there is no need for a large park within the Planning Area. Small informal pocket parks, paseos, and plazas – even ones as small as Library Plaza (along Maclay Avenue just south of Third Street) are assets to the Planning Area.
- Existing and proposed transit within the Planning Area makes the Planning Area well connected to the region. Making access to transit more appealing – especially the route to the Metrolink Station via Hubbard Avenue – providing comfortable places to wait for transit and ample bicycle parking, should make transit more appealing to ride.
- Building on San Fernando's history could be an important tool for developing a new transit-oriented district – some of the most beautiful communities integrate new development alongside historic buildings.
- The City-owned parking lots provide opportune locations for introducing infill development. Indeed, the City has already studied this strategy in the *Downtown Parking Lots EIR* that examined the impacts of introducing development on six of the City's parking lots.
- Some of the City-owned parking lots – particularly parking lots #3, #8, and #10 – could also be used for future park-once garages, especially if the other parking lots are infilled with development. Under all scenarios studied by the *Downtown Parking Lots EIR*, all displaced parking spaces were replaced on site. A future park-once garage would provide a location for accommodating these displaced parking spaces. Development of parking lot sites could pay a parking in lieu fee to cover the cost of building a garage structure at an alternate site within walking distance. Accordingly, consideration should be given to allowing park-once garages on these parcels in the T.O.D. Overlay Zone Planning Area.

VIII. INFILL POTENTIAL

There are a number of parcels within the Planning Area that provide opportunities for accommodating infill development. These include vacant parcels, surface parking lots, and underutilized parcels (commercial or industrial properties that have very small buildings on them). The Corridors Specific Plan has categorized these according to high potential for beneficial change and moderate potential for beneficial change (see Figure 17).

Since the adoption of the *Corridors Specific Plan*, a number of these parcels have been developed, have projects proposed for them, or, at the time of this writing, have projects under construction on them. These include:

- The J.C. Penney Mixed-Use building on the southside of the San Fernando Mall at the corner of San Fernando Road and San Fernando Mission Boulevard.
- Chipotle and Wingstop restuarants on the southwest corner of Maclay Avenue and Truman Street.
- Housing on the parcels between Fermoore Street and Workman Street just south of Second Street.

The rest of the parcels identified for change by the *Corridors Specific Plan* are still suitable for accommodating infill.

In addition, as identified in the *Downtown Parking Lots EIR*, six of the City's parking lots have been studied to accommodate infill development – up to 272 residential units and 62,000 square feet of retail and restaurant space – although none of these have been built. In 2014, the City's Successor Agency obtained State Department of Finance approval of its Long Range Property Management Plan that facilitates future redevelopment of all six of the parking lots identified in Downtown Parking Lots EIR including consideration of possible mixed-use/infill development projects.

SCAG GROWTH PROJECTIONS

As part of its Regional Transportation Plan, the Southern California Association of Governments (SCAG) regularly updates their regional growth projections and assigns growth in households, population and employment to each jurisdiction. The 2012-2035 SCAG growth projection predicts that San Fernando will grow from 23,600 people in 2008 to 25,500 people in 2035, from 5,900 households to 6,600 households, and from 15,000 to 15,900 jobs. These are very modest growth levels for the City and, given the land use patterns, the majority of this growth could occur in the Planning Area.

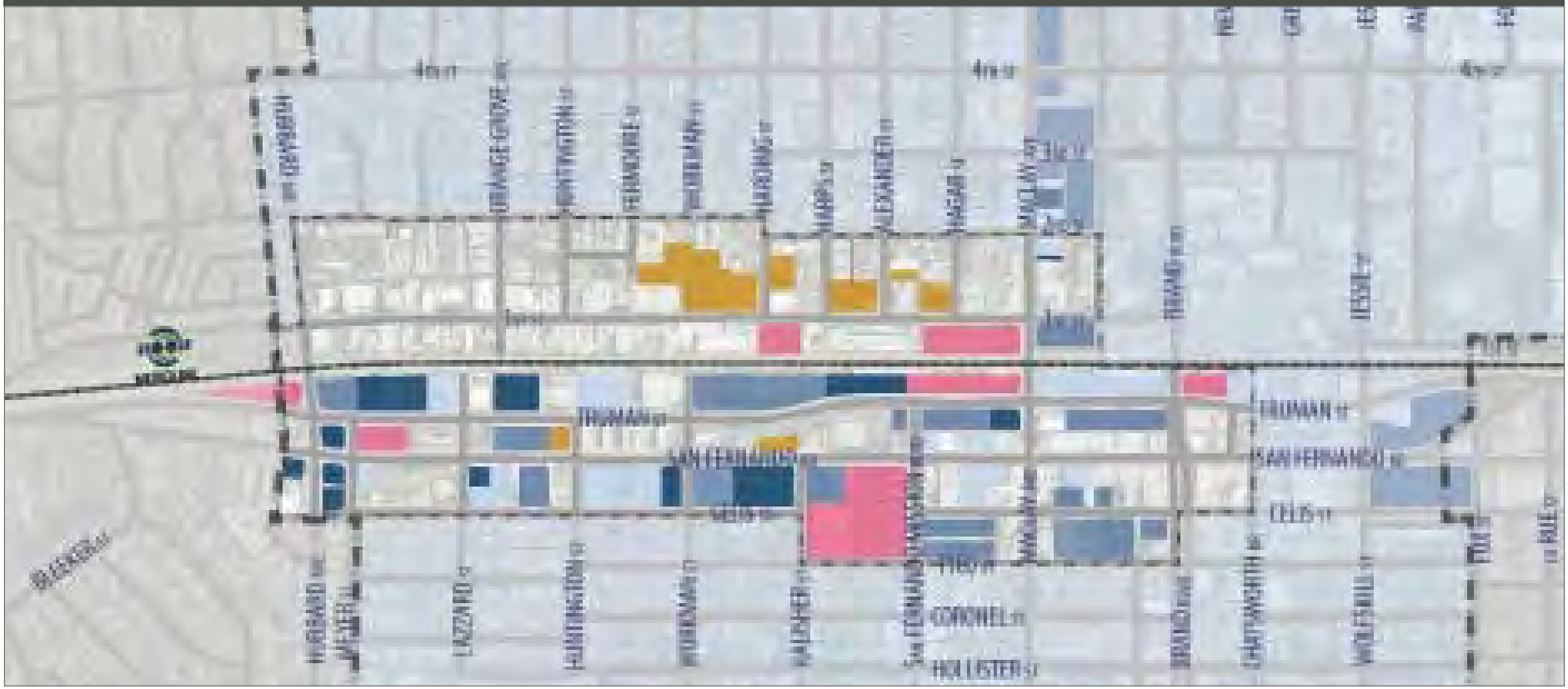
As part of its long range planning process, SCAG also assigns the City of San Fernando its share of the Regional Housing Needs Allocation (RHNA), which is currently 217 total units. According to the 2013-2021 Housing Element, the majority of new residential development will occur within the *Corridors Specific Plan* area. Per the *Corridors Specific Plan*, the Specific Plan area could potentially accommodate up to 587 residential units, of which 442 could be located in the Truman/San Fernando District.

View of a new restaurant building under construction on the corner of Truman Street and Maclay Avenue.

STRENGTHS / OPPORTUNITIES

- The abundance of vacant and underutilized parcels within the Planning Area create an environment that is hostile to pedestrians. A continuous line of buildings that are built at the front of the lot and face and are accessed from the sidewalk are key to generating an environment that promotes walking. This pattern is present along Maclay Avenue north of First Street and along the San Fernando Mall, but is largely absent along San Fernando Road and Truman Street west of San Fernando Mission Boulevard. Infilling these parcels – especially along San Fernando Road – will create a walkable connection between Downtown and the Metrolink Station.

FIG. 17: OPPORTUNITIES FOR CHANGE



Legend

Per this Opportunities & Constraints Analysis

- *High Potential for Beneficial Change (vacant parcels or vacant buildings)*
- *Moderate Potential for Beneficial Change (underutilized land)*

Per San Fernando Corridors Specific Plan

- *High Potential for Beneficial Change, (including land use or building stock)*
- *High Potential for Beneficial change, (including public parking and underutilized lots)*
- *Moderate Potential for Beneficial Change, (including land use or building stock.)*

EXISTING DEVELOPMENT DENSITY

EXISTING RESIDENTIAL DENSITY

A total of 351 dwelling units are contained within the project boundary, however many of these are single units contained within commercial or industrial parcels. The predominant use is single-family residential. There are 254 units located on parcels considered strictly residential in nature. Fifty-four parcels contain more than one unit, while only six parcels contain more than 10 units (and only one parcel has more than 20 units). In terms of density, only nine parcels have densities over 36 DUA; the parcel with the highest density is 1422 San Fernando Road, a relatively new midrise building with 20 units on 1/3 acre (66 DUA). This dwelling type is the only one of its kind within the project area, but could be a precedent for future residential infill development.

FIG. 18: EXISTING RESIDENTIAL DENSITY

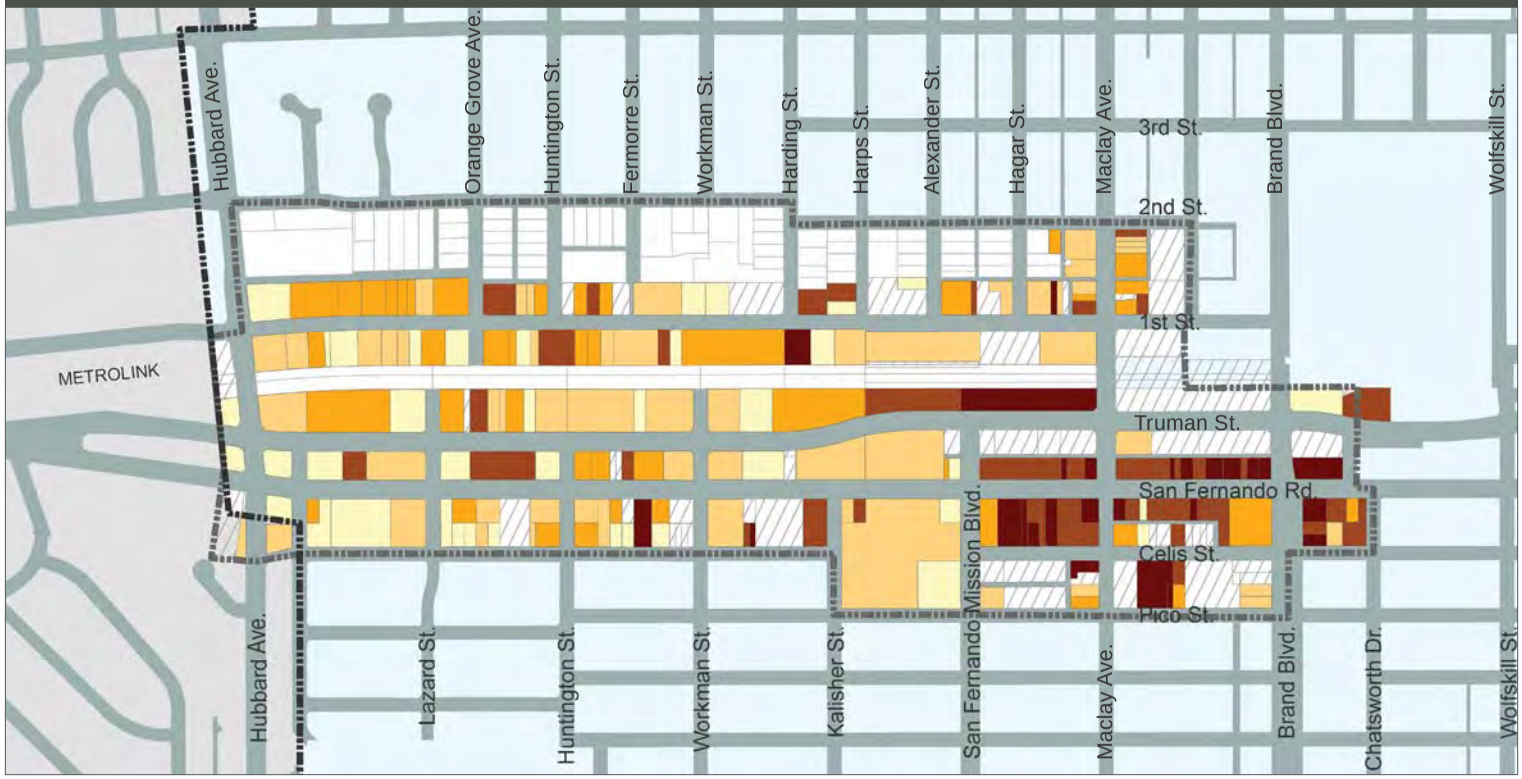
Legend

- *No Dwelling Units (DU)*
- *Less than 12 DU/Acre*
- *12 to 25 DU/ACRE*
- *25 to 36 DU/Acre*
- *Greater than 36 DU/Acre*

EXISTING FLOOR AREA RATIO (FAR)

There are 364 parcels located within the Specific Planning Area, accounting for a total of 1.86 million developed square feet. Of that total, 1.15 million square feet is commercial or retail. The cumulative Floor Area Ratio (FAR) of all commercial properties is 0.49, compared to 0.39 for all industrial properties. Overall, FARs are mostly on the lower end of the spectrum within the Planning Area, with the exception of the parcels located between San Fernando Mission Boulevard and Brand Boulevard. Of those parcels located within this downtown area, only six of 55 parcels have an FAR under 0.75, illustrating the highly developed character of the "San Fernando Mall." Most of these parcels are close to 100% lot coverage, since parking is provided off-site by nearby city-owned public lots. The strip retail development that backs up to the rail tracks on Truman Street is also relatively dense, with an FAR greater than 1.0. The property with the highest FAR within the Planning Area is the old J.C. Penney's department store at 1140-1150 San Fernando Road (3.0 FAR).

FIG. 19: EXISTING FLOOR AREA RATIO (FAR)



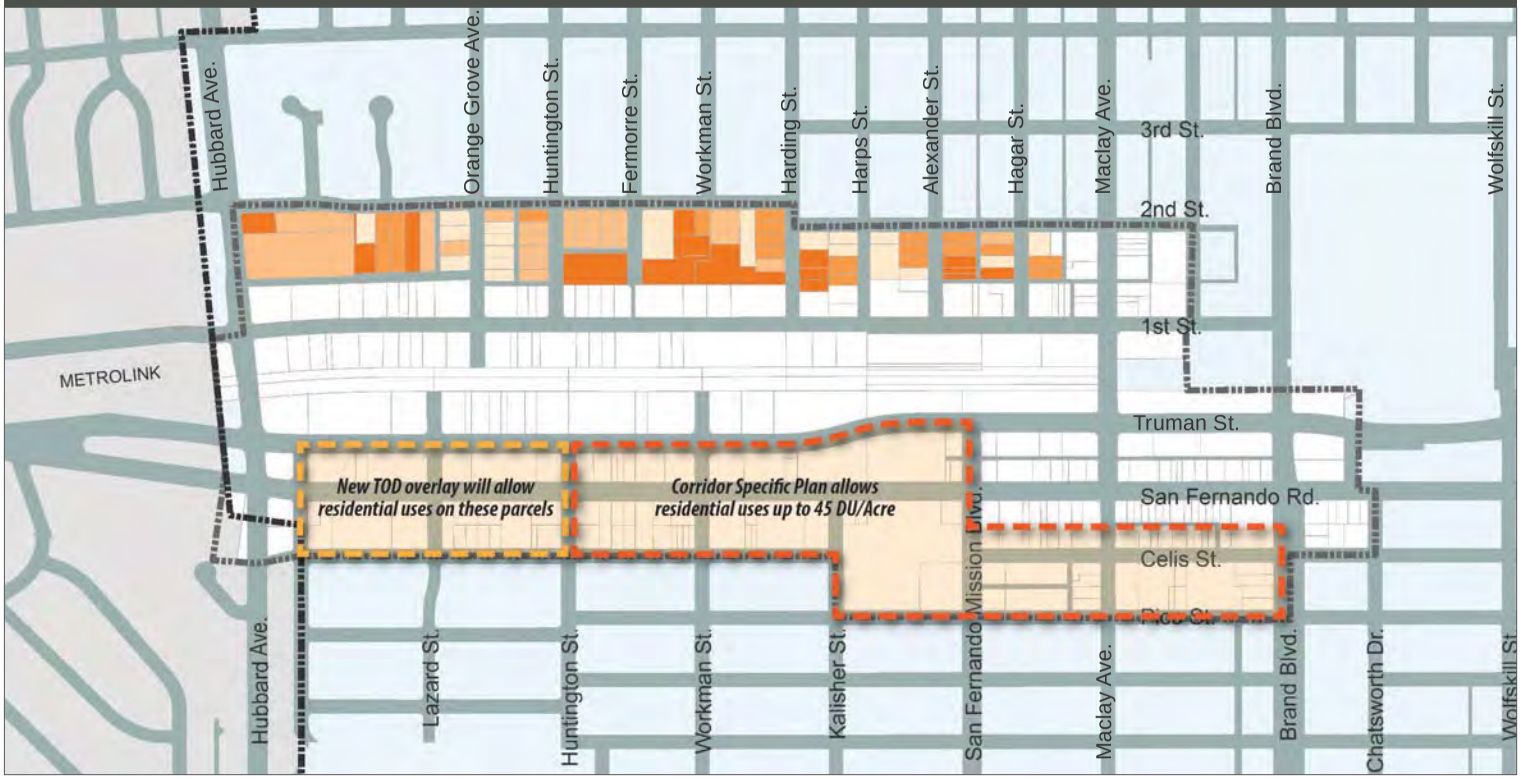
Legend

- *No Commercial Development*
- *Vacant*
- *Less than 0.25 FAR*
- *0.25 to 0.5 FAR*
- *0.5 to 0.75 FAR*
- *0.87 to 1.0 FAR*
- *Greater than 1.0 FAR*

RESIDENTIAL DEVELOPMENT POTENTIAL

An analysis of the potential residential capacity in the Planning Area reveals significant capacity between Fermoore and Alexander Streets. Fourteen parcels have less than 10% of the maximum allowable units – these parcels are mostly vacant or surface parking lots. If these parcels were to be developed, negotiating the interface with the adjacent industrial uses may be challenging. The most highly developed residential block is Orange Grove Avenue, where essentially all parcels contain more than 50% of the allowable dwelling units.

FIG. 20: RESIDENTIAL DEVELOPMENT POTENTIAL



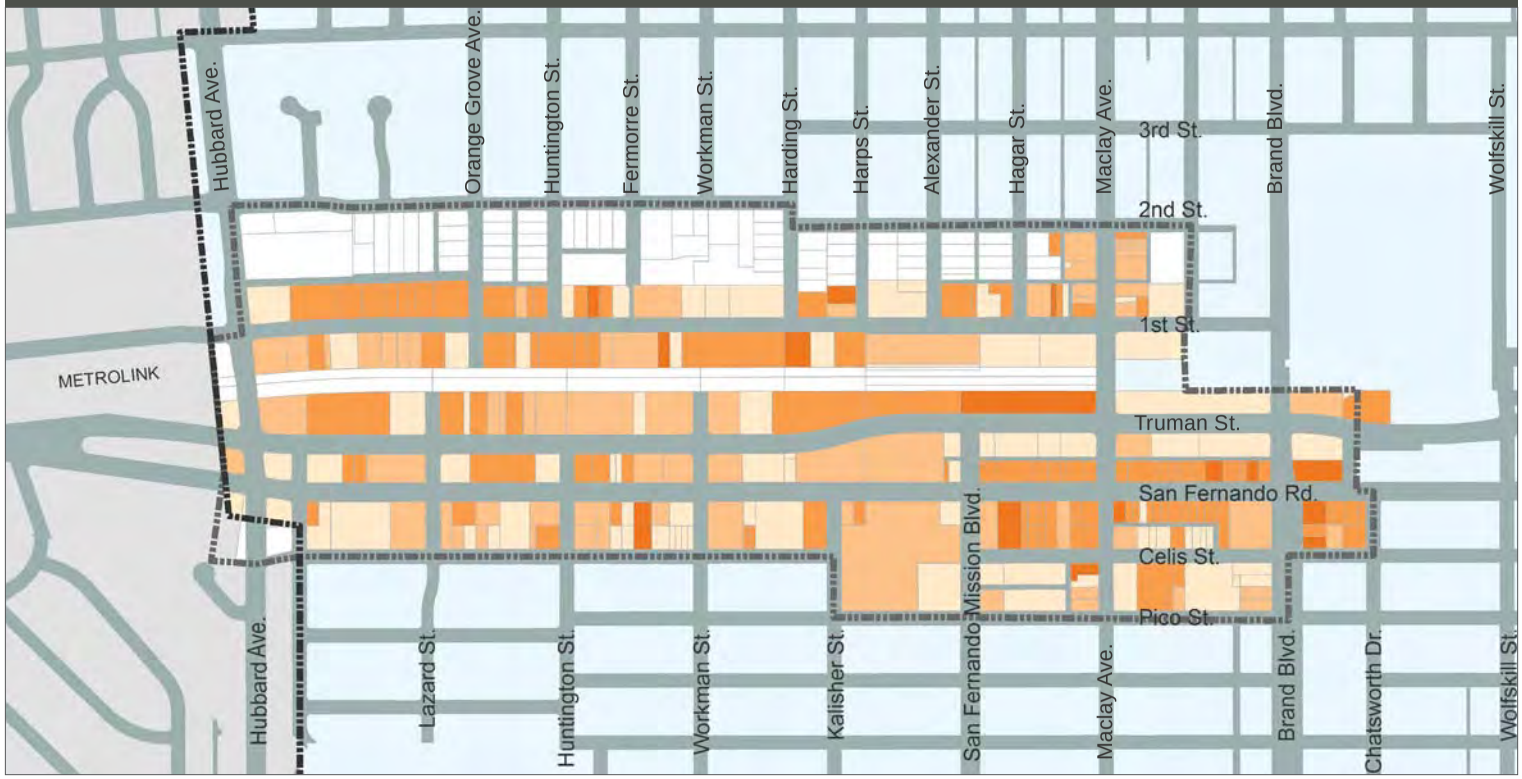
Legend

- *More than 50% of Maximum Density Developed*
- *25-50% of Maximum Density Developed*
- *10-25% of Maximum Density Developed*
- *0-10% of Maximum Density Developed*

COMMERCIAL DEVELOPMENT POTENTIAL

Very few of the commercially-zoned parcels have taken advantage of their development potential (only 14 of 187 parcels have developed more than 50% of their allowable FAR). This is likely due in large part to the large increase in maximum FAR permitted under the *Corridor Specific Plan* (which raised FARs from 1.8 to 2.5 or higher). The area with the least amount of potential growth is located within the San Fernando Mall area, as this area has existing zero-lot line buildings on basically every parcel.

FIG. 21: COMMERCIAL DEVELOPMENT POTENTIAL



Legend

- *More than 50% of Maximum FAR Developed*
- *25-50% of Maximum FAR Developed*
- *10-25% of Maximum FAR Developed*
- *0-10% of Maximum FAR Developed*

IX. UTILITIES INFRASTRUCTURE

The *Corridors Specific Plan* provides general polices relevant to the provision of water, sewer, and storm drainage infrastructure to new infill development within the *Corridors Specific Plan* area. It also provides a detailed description of the existing utility infrastructure within the *Corridors Specific Plan* area and identifies locations where improvements to this infrastructure should occur to support the future development anticipated by the *Corridors Specific Plan*. Key improvements within the Planing area include:

- New, larger water lines along Maclay Avenue and along San Fernando Road between Hubbard Avenue and Lazard Street and between Kalisher Street and Wolfskill Street.
- Requirement that future infill development implement storm water pollution control measures and obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements.

In addition, the *Final Report for Sewer Master Plan* recommends the following improvements to alleviate existing deficiencies and meet projected population of 25,500 persons by the year 2035.

- A new 18" line beginning at the intersection of Harding and Fourth Streets, running south to First Street, east to Brand Boulevard, south along Brand Boulevard to the alley between Truman Street and San Fernando Road, east to Jessie and then south to Celis Street.
- New 15" lines along First Street between Harding Street and Huntington Street; along First Street just south of Harps Street; and along Second Street at Lazard Street
- New 8" lines along the alley between Hagar Street and Maclay Avenue up to just north of Second Street; along Pico Street near Kalisher Sreet and San Fernando Mission Boulevard; and along Second Street at Meyer Street.

STRENGTHS / OPPORTUNITIES

- The required street improvements associated with the introduction of a Tram along San Fernando Road per the "Tram" option of the East San Fernando Valley Transit Corridor Project study provides an opportunity to install new water pipes and gutters along San Fernando Road as well as to upgrade the culvert at San Fernando Road and Maclay Avenue.
- 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. However, since most surfaces are already paved or otherwise developed with impervious surfaces, new infill development in this vicinity is not expected to generate significant additional amounts of storm water runoff. Depending on existing City policies/regulations, the zoning overlay can provide Low Impact Development (LID) stormwater management strategies for new development and for street improvements. Given the developed character of the Planning Area, LID will result in a significant net increase in the quality of storm water runoff.

WEAKNESSES / CONSTRAINTS

- Existing water lines in Maclay Avenue and San Fernando Road need to be upgraded in order to accommodate the future development anticipated by the *Corridors Specific Plan*.
- The failure of the culvert at San Fernando Road and Maclay Avenue will cause moderate to severe flooding of the San Fernando Mall since 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.

  The required street improvements associated with the introduction of a Tram along San Fernando Road per the "Tram" option of the East San Fernando Valley Transit Corridor Project study provides an opportunity to install a new culvert at San Fernando Road and Maclay Avenue.
- Existing sewer lines along Harding Street, First Street, Brand Boulevard, Second Street, and Pico Street need to be upgraded due to hydraulic deficiencies and to meet future projected population growth.

EXISTING ECONOMIC CONDITIONS X.

INTRODUCTION

This section presents an examination of the existing conditions in the economy of the Planning Area. The Planning Area, which covers portions of the main commercial corridors in the southern half of the city of San Fernando, is represented in this report by data from Census tract 3202 and 3203 . These tracts cover the southern half of the city of San Fernando south of San Fernando Road and contains all of the project Planning Area as well as the adjoining residential neighborhoods . The tracts are representative of the market area of the project Planning Area itself. Data is presented in comparison with information available for the City of San Fernando as a whole and for Los Angeles County where appropriate. This section of the existing conditions report was prepared to provide context about the conditions in the local economy and attributes of the Planning Area population. Information is provided for the following topic areas:

- Population
- Households
- Dwelling units
- Employment and income
- Taxable sales
- Construction and real estate market

POPULATION

The project area is located in the City of San Fernando. With an estimated population in 2014 of 24,222 persons, San Fernando is the 60th largest city in Los Angeles County and represents 0.3% of the total Los Angeles County's population. Table 5 shows San Fernando's population relative to other incorporated cities in Los Angeles County. As a mature and built out community, San Fernando has experienced only moderate population growth since 2000. Over the past 13 years, the city is estimated by the California Department of Finance to have added just over 500 residents representing a growth rate of around 2%. This compares to a population growth of over 5% for Los Angeles County and 12% for the State of California as a whole. Table 6 presents annual population estimates produced by the California Department of Finance. In terms of age distribution, the median age within both the Planning Area and the City of San Fernando as a whole are significantly younger than the Los Angeles County median. The Planning Area and the city had median ages of 29.9 and 30.7 years of age, respectively, compared to the median age of 34.8 for Los Angeles County. Table 7 shows the distribution of population by age within the Planning Area, the city, and Los Angeles County. The cohort with the largest variance is the 20 through 24 year olds, although the school-age population is greater in the Planning Area than in Los Angeles County.

Distribution of race and ethnicity is shown on Table 8. Notably, the Planning Area population is almost entirely Hispanic, representing 95% of the total population. No other category exceeds 3% within the Planning Area. This shows a high concentration of Hispanics in the population even in the context of the City of San Fernando, where 21,876 persons report Hispanic ethnicity out of the total population of 23,645 persons (92.52%). By comparison, in Los Angeles County, 47.75% of the total population reports Hispanic ethnicity. This represents 4.6 million persons of a total population of 9.8 million.

In terms of nativity, just over half of the Planning Area's population is native born with most of the native born population originating in California. Of the 5,435 persons who report being born abroad, 2,319 of them are naturalized US citizens. This proportion occurs at approximately the same rate as Los Angeles County as a whole. Almost all of the foreign-born population reports its origins in one of the countries of Latin America. In terms of language, just over 55% of the Planning Area's population reports that they speak English only. The only other language spoken at home within the Planning Area population is Spanish with only 41 individuals reporting that they speak English less than very well. These statistics are presented on Table 9

HOUSEHOLDS

Table 10 presents data on the structure of households in the Planning Area. Just over 80% of the 2,841 households located in the Planning Area are family households. This is a significantly larger percentage than the Los Angeles County total of

just over 67%. However it is roughly equivalent to the City of San Fernando's ratio. Average family size is reported at 4.18 persons, which is larger than the Los Angeles County average of 3.58. Likewise, the average household size at 3.72 persons is 25% larger than the Los Angeles County average of 2.89 persons. 66.01% of the family households report having children under 18 years of age, that is a larger percentage than is reported for Los Angeles County.

DWELLING UNITS

The City of San Fernando has historically been seen as a location of attainably priced housing. Data for the median sales price for single-family homes comparing zip code 91340, which is roughly coterminous boundaries of the City of San Fernando, with median prices for Los Angeles County and the State of California are presented on Figure 22. As of June 2014 the reported median price of single-family home in the San Fernando zip code was reported at $335,000, compared to a median price of $479,000 for Los Angeles County and $363,000 for California. During the housing expansion that was experienced in the latter half of the 2000s, the City of San Fernando market area experienced higher prices than the median for California as a whole. However by September 2008, with the onset of the financial crisis, housing values in San Fernando reverted to their long-term situation as being priced lower than the State median. Like all of California, housing prices were strongly affected by the national recession that began in 2007 and were further affected by the financial crisis of 2008. As housing prices stabilized from late 2009 onward, prices in the San Fernando market area have begun to slowly increase. Beginning in late 2012, housing values in San Fernando began to increase at a rate roughly proportional to the State and Los Angeles County as a whole. Table 11 presents annual median price for single-family homes from 2000 to 2013 for California Los Angeles County and the San Fernando zip code.

Focusing more specifically on the Planning Area, the Census Bureau American Community Survey (ACS) reports that in 2012 there were 3,079 housing units of which 1,702 were single unit detached housing structures. This represented just over 55% of the total units in the community. In terms of large multifamily development, the ACS reports 196 projects with 20 or more units representing 6.37% of the total housing stock within the Planning Area. This is significantly less than the countywide rate of 18.31%. In terms of overcrowding, approximately 18% of dwelling stock reports having more than one occupant per room. This is a rate higher than that reported for the Los Angeles County total. Table 12 provides details on these attributes of the community's housing stock.

In terms of housing tenure, 35.66% of dwelling units in the Planning Area are owner occupied. This compares to 51.96% for the City of San Fernando as a whole and is lower than the 44.84% rate reported for the whole of Los Angeles County. Vacant housing units are comprised of units available for rent, as well as those that are for sale and are currently unoccupied. Table 13 provides information on housing tenure.

Since San Fernando is a mature and built out community, most development opportunities occur in the context of redevelopment and infill projects. As result, the housing stock is considerably older in both the City of San Fernando and in the Planning Area as a whole, especially when compared to Los Angeles County. Of the 3,097 dwelling units in the Planning Area, 20.89% were built prior to 1939, compared to 15.16% for Los Angeles County. In more recent years, less than 1% of the Planning Area's housing stock was built after 2010 and approximately 7% of the total number of dwelling units built in the Planning Area were constructed after 2000. Table 14 provides data on the age of housing stock within the San Fernando Planning Area.

EMPLOYMENT AND INCOME

Table 15 shows employment by major economic activity for jobs located within the City of San Fernando. For 2011, the economic census reported 7,633 jobs were located within the city of San Fernando, which represented 0.21% of the total employment base in Los Angeles County. Examination the distribution of the employment positions sector shows a strong representation of manufacturing jobs, which accounts for 22.38% of the jobs located in the city of San Fernando. Health care and related activities account for 1,095 of jobs, or 14.34% of the total jobs located in the city. In comparison to Los Angeles County as a whole, the percentage of sectors such as construction, manufacturing, wholesale trade, information, and educational services are strongly represented in San Fernando .

Table 16 provides comparable information for City of San Fernando residents. This shows the distribution of jobs by economic sector held by City of San Fernando residents. Manufacturing, retail sales, and health care and related activities are the largest categories of employment for community residents. In terms of representation relative to the distribution of employment in Los Angeles County, manufacturing and construction are more prevalent among the city's workforce than is reported for Los Angeles County as a whole.

The median household income in the Planning Area was reported at $44,210 for 2012. This is lower than both the city wide and Los Angeles County median household incomes of approximately $48,000 and $56,000, respectively. The distribution of household incomes is shown on Table 17. Within the Planning Area there are more low and moderate income households in comparison to Los Angeles County as a whole. However the middle income categories are well represented – in fact, the largest single category of households reported median incomes of between $50,000 and $75,000.

TAXABLE SALES

Prior to the 2007 recession, taxable sales in the City of San Fernando had already begun to experience erosion. By the time the recession and subsequent financial crisis hit, the volume of retail sales in the city had contracted significantly. While there were declines experienced in both Los Angeles County and the State, retail sales in San Fernando remained weak, with only a modest recovery beginning in 2012. Total retail sales in 2012, the last year for which complete annual data is available, were just over $294 million. This compares to $403 million that was recorded for 2002. Table 18 shows trends over the last decade for retail sales in Los Angeles County, the State and the City of San Fernando.

CONSTRUCTION AND REAL ESTATE MARKET

For the most part, San Fernando is a built out and mature city. Development takes place in the context of densification, adaptive reuse, and redevelopment. Based upon a review of building permits issued by the city, single-family homes are the most common land-use in the city, as shown on Table 19. San Fernando issued permits for 185 dwelling units in six multifamily buildings going back to 1997. As was discussed in the section on dwelling units, the majority of the city's housing stock is made up of single-family detached homes, however, 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. 2012 saw the greatest number of multifamily units developed in San Fernando for any year going back to 1997.

Table 16 provides information on the office market in East San Fernando Valley in comparison to the office market throughout the greater Valley and Ventura markets, which is often included in with market data for the broader San Fernando Valley. 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.

Table 20 provides data on 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.

STRENGTHS / OPPORTUNITIES

- The San Fernando market area is beginning to recover from the economic dislocations caused by the 2007 economic recession in the 2008 financial crisis. After the loss of a tremendous amount of value in the residential housing stock, as was experienced throughout the region, home prices in the City of San Fernando are beginning to stabilize at an attainable price level.
- At the same time the community's residents and employment base are strongly tied to sectors of the economy such as manufacturing and related goods production. These industries have been experiencing a recovery that began in 2012. Demand for industrial land in the Northeast San Fernando Valley is likely to be sustainable into the intermediate future and at the same time the presence of transit connections within the city are also likely to be supportive of an increasing demand for multi-unit residential development.

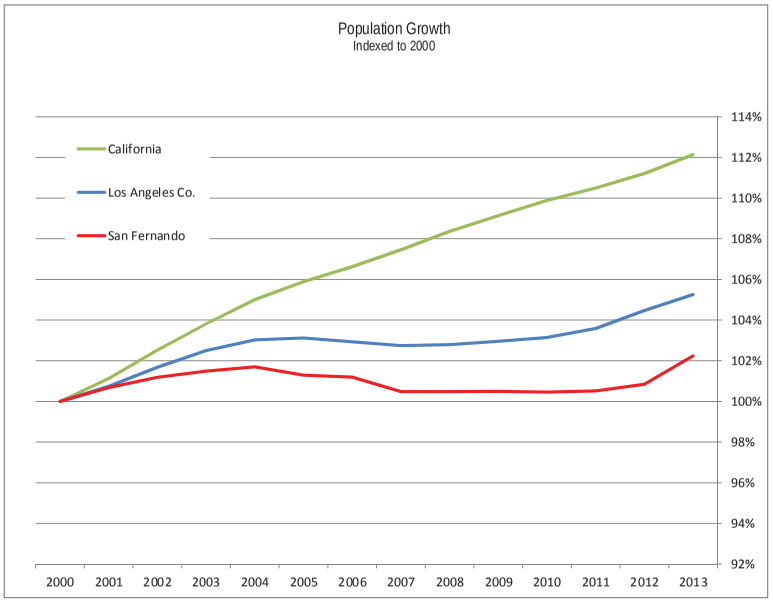
TABLE 5: LOS ANGELES COUNTY CITIES BY POPULATION – 2014

County Rank	City	Population	Percent of County	County Rank	City	Population	Percent of County
1	Los Angeles	3,904,657	48.1%	45	San Gabriel	40,313	0.5%
2	Long Beach	470,292	5.8%	46	Culver City	39,579	0.5%
3	Santa Clarita	209,130	2.6%	47	Monrovia	37,162	0.5%
4	Glendale	195,799	2.4%	48	Temple City	36,134	0.4%
5	Lancaster	159,878	2.0%	49	Bell	35,972	0.4%
6	Palmdale	155,657	1.9%	50	Claremont	35,920	0.4%
7	Pomona	151,713	1.9%	51	Manhattan Beach	35,619	0.4%
8	Torrance	147,706	1.8%	52	West Hollywood	35,072	0.4%
9	Pasadena	140,879	1.7%	53	Beverly Hills	34,677	0.4%
10	El Monte	115,064	1.4%	54	San Dimas	34,072	0.4%
11	Downey	113,363	1.4%	55	Lawndale	33,228	0.4%
12	Inglewood	111,795	1.4%	56	La Verne	32,228	0.4%
13	West Covina	107,828	1.3%	57	Walnut	30,112	0.4%
14	Norwalk	106,630	1.3%	58	Maywood	27,758	0.3%
15	Burbank	105,543	1.3%	59	South Pasadena	26,011	0.3%
16	Compton	98,082	1.2%	*60*	*San Fernando*	*24,222*	*0.3%*
17	South Gate	96,057	1.2%	61	Cudahy	24,142	0.3%
18	Carson	92,636	1.1%	62	Calabasas	23,943	0.3%
19	Santa Monica	92,185	1.1%	63	Duarte	21,668	0.3%
20	Hawthorne	86,644	1.1%	64	Lomita	20,630	0.3%
21	Whittier	86,538	1.1%	65	Agoura Hills	20,625	0.3%
22	Alhambra	84,697	1.0%	66	La Canada Flintrid	20,535	0.3%
23	Lakewood	81,224	1.0%	67	South El Monte	20,426	0.3%
24	Bellflower	77,741	1.0%	68	Hermosa Beach	19,750	0.2%
25	Baldwin Park	76,715	0.9%	69	Santa Fe Springs	17,349	0.2%
26	Lynwood	70,980	0.9%	70	El Segundo	16,897	0.2%
27	Redondo Beach	67,717	0.8%	71	Artesia	16,776	0.2%
28	Pico Rivera	63,873	0.8%	72	Hawaiian Gardens	14,456	0.2%
29	Montebello	63,527	0.8%	73	Palos Verdes Estat	13,665	0.2%
30	Monterey Park	61,777	0.8%	74	San Marino	13,341	0.2%
31	Gardena	60,082	0.7%	75	Commerce	13,003	0.2%
32	Huntington Park	59,033	0.7%	76	Malibu	12,865	0.2%
33	Arcadia	57,500	0.7%	77	Signal Hill	11,411	0.1%
34	Diamond Bar	56,400	0.7%	78	Sierra Madre	11,094	0.1%
35	Paramount	55,051	0.7%	79	Westlake Village	8,386	0.1%
36	Rosemead	54,762	0.7%	80	Rolling Hills Estate	8,184	0.1%
37	Glendora	51,290	0.6%	81	La Habra Heights	5,420	0.1%
38	Cerritos	49,741	0.6%	82	Avalon	3,820	0.0%
39	La Mirada	49,178	0.6%	83	Hidden Hills	1,901	0.0%
40	Covina	48,619	0.6%	84	Rolling Hills	1,895	0.0%
41	Azusa	48,385	0.6%	85	Irwindale	1,466	0.0%
42	Bell Gardens	42,667	0.5%	86	Bradbury	1,082	0.0%
43	Rancho Palos Verde	42,358	0.5%	87	Industry	438	0.0%
44	La Puente	40,478	0.5%	88	Vernon	122	0.0%
					Balance of County	1,046,557	12.9%
					County Total	8,111,871	

Source: California Department of Finance E-1

TABLE 6: POPULATION GROWTH – CALIFORNIA DEPARTMENT OF FINANCE ANNUAL ESTIMATES

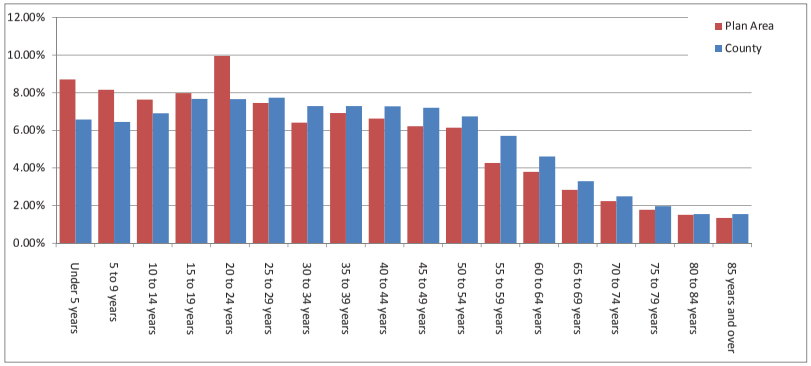
Year	California	Los Angeles Co.	San Fernando
2013	37,984,138	10,019,365	24,093
2012	37,668,804	9,945,031	23,764
2011	37,427,946	9,860,904	23,687
2010	37,223,900	9,818,605	23,671
2009	36,966,713	9,801,096	23,680
2008	36,704,375	9,785,474	23,677
2007	36,399,676	9,780,808	23,677
2006	36,116,202	9,798,609	23,846
2005	35,869,173	9,816,153	23,867
2004	35,570,847	9,806,944	23,965
2003	35,163,609	9,756,914	23,915
2002	34,725,516	9,679,212	23,843
2001	34,256,789	9,590,080	23,725
2000	33,873,086	9,519,330	23,564



Source: CA DoF E-8 and MR+E

TABLE 7: POPULATION BY AGE – SAN FERNANDO TOD PLANNING AREA – 2010 CENSUS

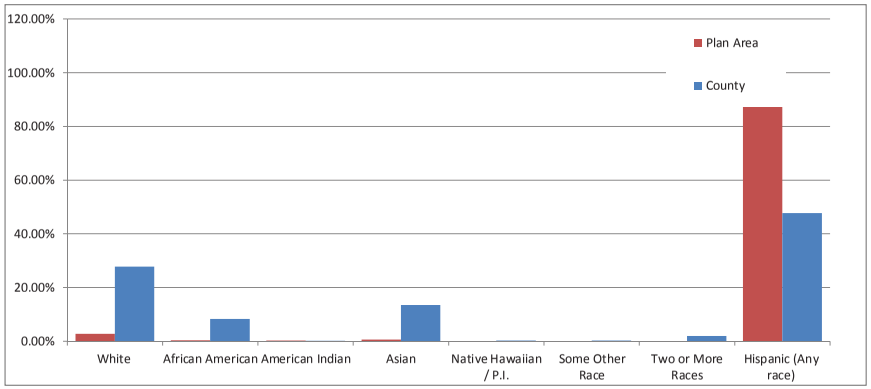
Year	Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County
Under 5 years	1,173	1,895	645,793	8.71%	6.58%
5 to 9 years	1,099	1,889	633,690	8.16%	6.45%
10 to 14 years	1,028	1,937	678,845	7.63%	6.91%
15 to 19 years	1,075	2,034	753,630	7.98%	7.68%
20 to 24 years	1,340	1,845	752,788	9.96%	7.67%
25 to 29 years	1,004	1,961	759,602	7.46%	7.74%
30 to 34 years	863	1,790	716,129	6.41%	7.29%
35 to 39 years	932	1,746	715,635	6.93%	7.29%
40 to 44 years	892	1,635	714,691	6.63%	7.28%
45 to 49 years	838	1,488	706,742	6.23%	7.20%
50 to 54 years	827	1,399	662,205	6.14%	6.74%
55 to 59 years	574	1,182	560,920	4.26%	5.71%
60 to 64 years	511	851	452,236	3.80%	4.61%
65 to 69 years	382	596	323,287	2.84%	3.29%
70 to 74 years	301	491	245,183	2.23%	2.50%
75 to 79 years	239	376	192,881	1.77%	1.96%
80 to 84 years	203	262	152,722	1.51%	1.56%
85 years and ove	181	268	151,626	1.34%	1.54%
Median age	29.9	30.70	34.8		85.78%
Total	13,460	23,671	9,818,605		0.14%



Source: US Census and MR+E

TABLE 8: RACE AND ETHNICITY – SAN FERNANDO TOD PLANNING AREA – 2010 CENSUS

Race	Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County	Index
White	368	1,259	2,728,321	2.73%	27.79%	9.84%
African American	46	146	815,086	0.34%	8.30%	4.12%
American Indian	37	66	18,886	0.27%	0.19%	142.91%
Asian	85	192	1,325,671	0.63%	13.50%	4.68%
Native Hawaiian / P.I.	1	19	22,464	0.01%	0.23%	3.25%
Some Other Race	4	14	25,367	0.03%	0.26%	11.50%
Two or More Races	17	82	194,921	0.13%	1.99%	6.36%
Hispanic (Any race)	12,902	21,876	4,687,899	95.85%	47.75%	200.76%
Median age	29.9	30.7	34.8		85.78%	
Total	13,460	23,654	9,818,615		0.14%	



Source: US Census and MR+E

TABLE 9: NATIVITY AND LANGUAGE SAN FERNANDO TOD PLANNING AREA – 2012 ACS

Number	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
PLACE OF BIRTH				
Total population	13,496	23,703	2,192,982	
Native	8,061	15,198	1,711,123	76.55%
Born in United States	7,972	15,027	1,688,915	76.70%
State of residence (CA)	7,577	14,124	1,265,964	97.25%
Different state	396	903	422,951	15.20%
Puerto Rico or abroad to American parent(s	89	171	22,208	64.85%
Foreign born	5,435	8,505	481,859	183.28%
U.S. CITIZENSHIP STATUS				
Foreign-born population	5,435	8,505	481,859	
Naturalized U.S. citizen	2,319	3,897	205,758	99.91%
Not a U.S. citizen	3,116	4,608	276,101	100.07%
	-			
	-			
WORLD REGION OF BIRTH OF FOREIGN BORN	-			
Foreign-born population	5,435	8,505	481,859	
Europe	-	37	25,610	0.0%
Asia	37	218	91,969	3.6%
Africa	-	-	6,466	0.0%
Oceania	-	148	2,322	0.0%
Latin America	5,398	8,102	344,634	138.9%
Canada		-	10,858	0.0%
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	12,287	21,469	2,030,097	
English only	6,791	4,360	1,221,523	91.85%
Language other than English	5,142	17,109	808,574	105.07%
Speak English less than "very well"	85	6,907	327,448	4.31%
Spanish	5,142	16,705	673,265	126.19%
Speak English less than "very well"	85	6,840	276,304	5.11%
Other Indo-European languages	-	281	42,022	0.00%
Speak English less than "very well"	-	42	11,156	0.00%
Asian and Pacific Islander languages	-	94	80,919	0.00%
Speak English less than "very well"	-	16	36,790	0.00%
Other languages	-	29	12,368	0.00%
Speak English less than "very well"	-	9	3,198	0.00%

Source: US Census and MR+E

TABLE 10: HOUSEHOLD STRUCTURE
SAN FERNANDO TOD PLANNING AREA – 2010

	Plan Area	City of San Fernando	Los Angeles County	Plan Area	City of San Fernando	Los Angeles County	Index
Household Type							
Total households	4,631	5,967	3,241,204				
Family households	3,801	4,972	2,194,080	82.07%	83.32%	67.69%	121%
Male householder	2,572	3,346	1,430,848	55.53%	56.08%	44.15%	126%
Female householder	1,229	1,626	763,232	26.54%	27.25%	23.55%	113%
Nonfamily households	830	995	1,047,124	17.93%	16.68%	32.31%	56%
Male householder	442	506	510,532	9.55%	8.48%	15.75%	61%
Living alone	339	365	360,530	7.32%	6.12%	11.12%	66%
Female householder	388	489	536,592	8.38%	8.20%	16.56%	51%
Living alone	308	366	424,398	6.65%	6.13%	13.09%	51%
Household Size							
Total households	4,631	5,967	3,241,204				
1-person household	647	731	784,928	13.97%	12.25%	24.22%	58%
2-person household	818	1,042	853,003	17.65%	17.46%	26.32%	67%
3-person household	727	986	526,937	15.70%	16.52%	16.26%	97%
4-person household	859	1,135	486,027	18.55%	19.02%	15.00%	124%
5-person household	662	872	283,566	14.30%	14.61%	8.75%	163%
6-person household	401	510	144,956	8.66%	8.55%	4.47%	194%
7-or-more-person household	517	691	161,787	11.17%	11.58%	4.99%	224%
Average household size	3.72	3.94	2.98				125%
Average family size	4.05	4.18	3.58				113%
Family Structure							
Families	3,801	4,972	2,194,080				
With related children under 18 years	2,509	3,186	1,203,334	66.01%	64.08%	54.84%	120%
With own children under 18 years	1,792	2,663	1,052,977	47.15%	53.56%	47.99%	98%
Under 6 years only	258	432	210,004	6.79%	8.69%	9.57%	71%
Under 6 and 6 to 17 years	696	749	226,914	18.31%	15.06%	10.34%	177%
6 to 17 years only	838	1,482	616,059	22.05%	29.81%	28.08%	79%

Source: US Census and MR+E

FIGURE 22: MEDIAN SALES PRICE, SINGLE FAMILY HOMES

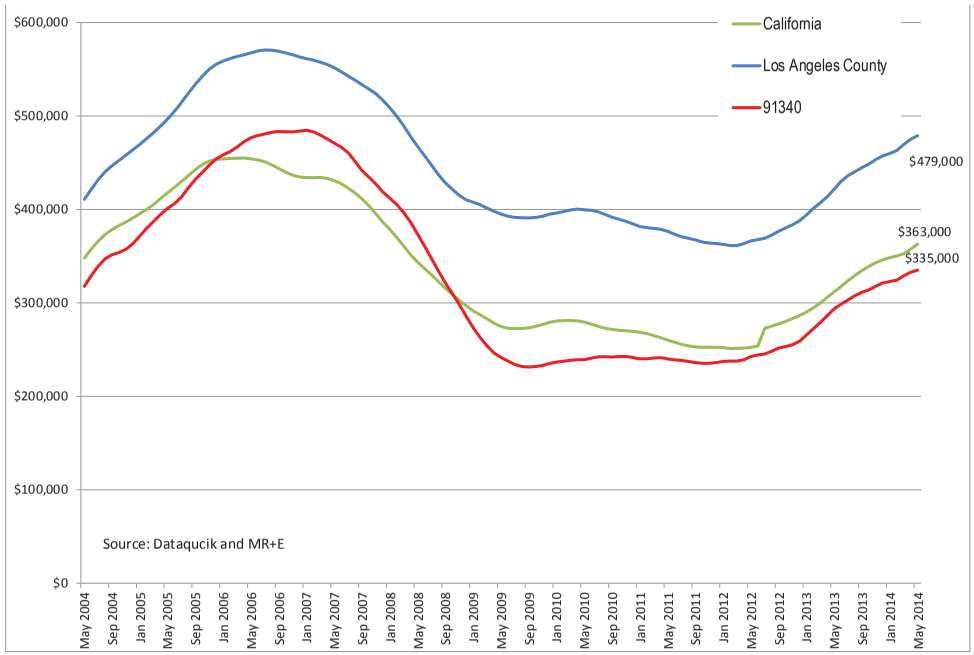
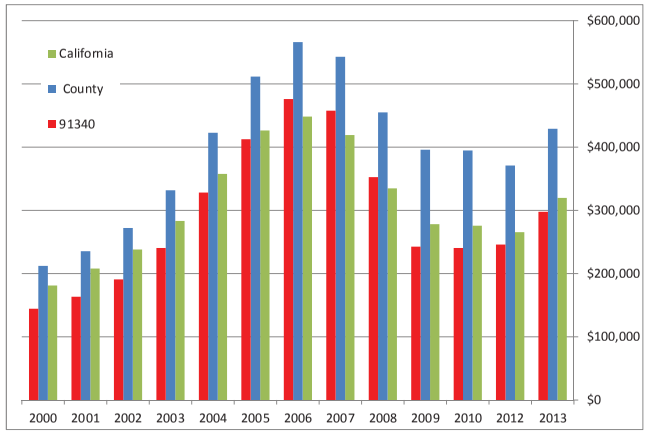


TABLE 11: MEDIAN SALES PRICE SINGLE FAMILY HOMES – ANNUAL AVERAGE

Year	California	Los Angeles County	San Fernando 91340
2013	$319,760	$429,110	$297,703
2012	$265,709	$371,114	$246,030
2010	$275,894	$394,791	$240,536
2009	$278,136	$396,054	$242,841
2008	$334,821	$454,955	$352,524
2007	$419,279	$543,037	$457,870
2006	$448,262	$566,079	$475,997
2005	$426,390	$511,713	$412,646
2004	$357,890	$422,677	$328,270
2003	$283,297	$331,958	$240,448
2002	$238,199	$272,247	$190,815
2001	$208,156	$235,442	$163,508
2000	$181,372	$212,334	$144,515



Source: MR+E and Data Quick

TABLE 12: HOUSING ATTRIBUTES
SAN FERNANDO TOD PLANNING AREA – 2012 ACS

Number	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units				
Total housing units	3,079	6,409	3,441,416	0.09%
Occupied housing units	2,833	6,108	3,218,511	0.09%
Vacant housing units	246	301	222,905	0.11%
Units in structure				
1-unit, detached	1,702	4,543	1,713,407	0.10%
1-unit, attached	306	511	224,784	0.14%
2 units	152	204	83,532	0.18%
3 or 4 units	214	304	195,148	0.11%
5 to 9 units	239	275	271,061	0.09%
10 to 19 units	168	197	267,633	0.06%
20 or more units	196	247	629,991	0.03%
Mobile home	80	106	53,342	0.15%
Boat, RV, van, etc.	22	22	2,518	0.87%
Occupants per room				
1.00 or less	2,319	5,230	2,832,499	0.08%
1.01 to 1.50	331	607	224,596	0.15%
1.51 or more	183	271	161,416	0.11%

Percent	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units in structure				
1-unit, detached	55.28%	70.88%	49.79%	111.03%
1-unit, attached	9.94%	7.97%	6.53%	152.15%
2 units	4.94%	3.18%	2.43%	203.38%
3 or 4 units	6.95%	4.74%	5.67%	122.57%
5 to 9 units	7.76%	4.29%	7.88%	98.55%
10 to 19 units	5.46%	3.07%	7.78%	70.16%
20 or more units	6.37%	3.85%	18.31%	34.77%
Mobile home	2.60%	1.65%	1.55%	167.63%
Boat, RV, van, etc.	0.71%	0.34%	0.07%	976.55%
Occupants per room				
1.00 or less	81.86%		88.01%	93.01%
1.01 to 1.50	11.68%		6.98%	167.43%
1.51 or more	6.46%		5.02%	128.80%

Source: US Census ACS and MR+E

TABLE 13: HOUSING TENURE
SAN FERNANDO TOD PLANNING AREA – 2012 ACS

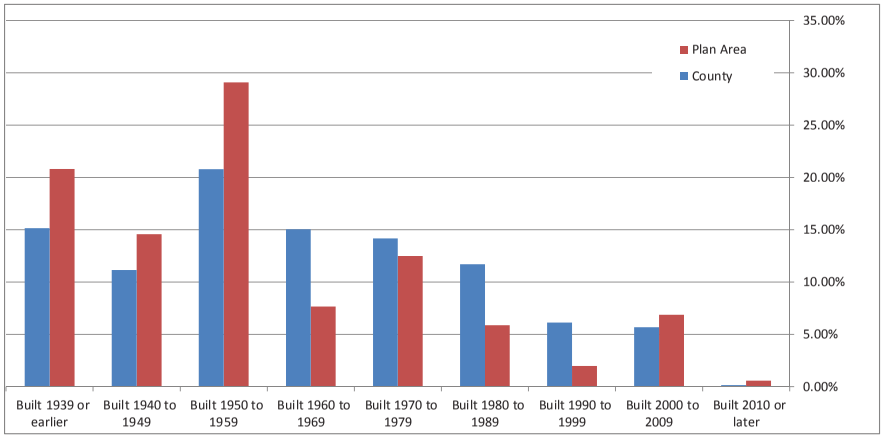
Number	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Population				
Population	13,460	23,671	9,818,605	0.14%
Households	4,631	5,967	3,241,204	0.14%
Total housing units	3,079	6,291	3,445,076	0.09%
Occupancy Status				
Total housing units	3,079	6,291	3,445,076	0.09%
Occupied housing units	2,833	5,967	3,241,204	0.09%
Vacant housing units	246	324	203,872	0.12%
Tenure				
Occupied housing units	2,833	5,967	3,241,204	0.09%
Owner occupied	1,098	3,252	1,544,749	0.07%
Owned with a mortgage or loa	793	2,582	1,227,146	0.06%
Owned free and clear	305	670	317,603	0.10%
Renter occupied	1,735	2,715	1,696,455	0.10%

Percent	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Occupancy Status				
Total housing units				
Occupied housing units	92.01%	94.85%	94.08%	97.80%
Vacant housing units	7.99%	5.15%	5.92%	135.01%
Tenure				
Occupied housing units	92.01%	94.85%	94.08%	97.80%
Owner occupied	35.66%	51.69%	44.84%	79.53%
Owned with a mortgage or loa	25.76%	41.04%	35.62%	72.30%
Owned free and clear	9.91%	10.65%	9.22%	107.45%
Renter occupied	56.35%	43.16%	49.24%	114.43%

Source: US Census and MR+E

TABLE 14: AGE OF DWELLING UNITS SAN FERNANDO TOD PLANNING AREA – 2012 ACS

Year	Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County
Built 2010 or later	18	18	5,222	0.58%	0.15%
Built 2000 to 2009	212	293	195,533	6.89%	5.68%
Built 1990 to 1999	61	82	211,317	1.98%	6.14%
Built 1980 to 1989	181	340	402,760	5.88%	11.70%
Built 1970 to 1979	385	616	487,641	12.50%	14.17%
Built 1960 to 1969	236	705	517,870	7.66%	15.05%
Built 1950 to 1959	896	2,057	715,489	29.10%	20.79%
Built 1940 to 1949	449	1202	383,995	14.58%	11.16%
Built 1939 or earlier	641	1096	521,589	20.82%	15.16%
Total	3,079	6,409	3,441,416		



Source: US Census ACS and MR+E

TABLE 15: EMPLOYMENT IN SAN FERNANDO BY PLACE OF EMPLOYMENT – 2011

Sector	San Fernando Jobs	San Fernando Percent	Los Angeles Jobs	Los Angeles Percent	Index
Agriculture, Forestry, Fishing and Hunting	93	1.22%	6,232	0.17%	727.33%
Mining, Quarrying, and Oil and Gas Extraction	-	0.00%	4,219	0.11%	0.00%
Utilities	7	0.09%	30,314	0.81%	11.25%
Construction	568	7.44%	98,898	2.66%	279.92%
Manufacturing	1,708	22.38%	360,118	9.68%	231.16%
Wholesale Trade	737	9.66%	217,237	5.84%	165.35%
Retail Trade	757	9.92%	383,938	10.32%	96.10%
Transportation and Warehousing	216	2.83%	150,225	4.04%	70.08%
Information	156	2.04%	199,293	5.36%	38.15%
Finance and Insurance	439	5.75%	155,873	4.19%	137.27%
Real Estate and Rental and Leasing	79	1.03%	70,293	1.89%	54.78%
Professional, Scientific, and Technical Services	128	1.68%	264,047	7.10%	23.63%
Management of Companies and Enterprises	20	0.26%	61,675	1.66%	15.81%
Administration & Support, Waste Management	181	2.37%	223,149	6.00%	39.53%
Educational Services	375	4.91%	340,038	9.14%	53.75%
Health Care and Social Assistance	1,095	14.35%	428,012	11.50%	124.69%
Arts, Entertainment, and Recreation	13	0.17%	71,389	1.92%	8.88%
Accommodation and Food Services	569	7.45%	280,064	7.53%	99.02%
Other Services (excluding Public Administration)	404	5.29%	224,963	6.05%	87.53%
Public Administration	88	1.15%	150,285	4.04%	28.54%
Total	7,633	100%	3,720,262	100%	0.21%

Source: US Census and MR+E

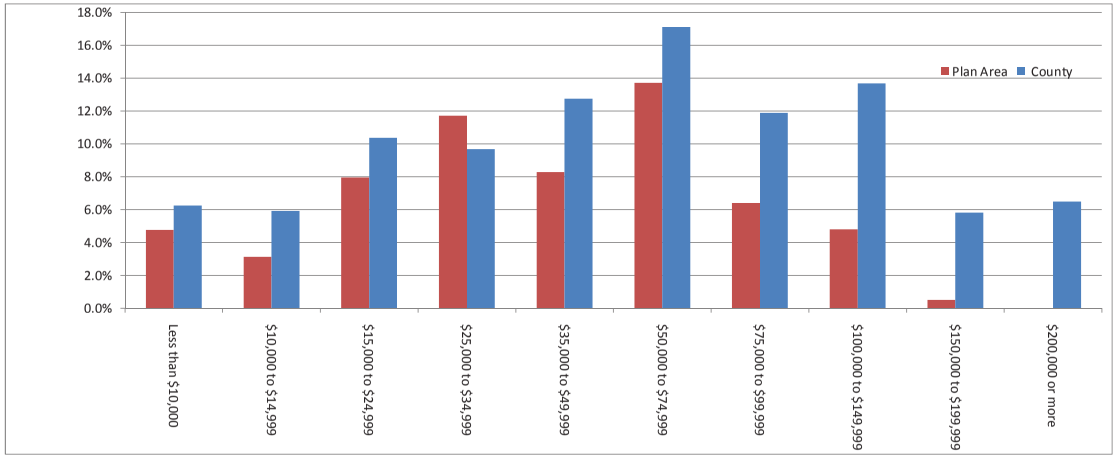
TABLE 16: EMPLOYMENT IN SAN FERNANDO BY INDUSTRY OF EMPLOYED RESIDENTS – 2011

	San Fernando		Los Angeles		
Sector	Jobs	Percent	Jobs	Percent	Index
Agriculture, Forestry, Fishing and Hunting	45	0.60%	24,365	0.70%	85.51%
Mining, Quarrying, and Oil and Gas Extraction	4	0.05%	3,525	0.10%	52.54%
Utilities	44	0.58%	25,568	0.73%	79.68%
Construction	365	4.83%	99,878	2.86%	169.20%
Manufacturing	1,245	16.49%	329,227	9.42%	175.09%
Wholesale Trade	368	4.87%	195,653	5.60%	87.08%
Retail Trade	916	12.13%	364,390	10.42%	116.39%
Transportation and Warehousing	175	2.32%	133,055	3.81%	60.90%
Information	224	2.97%	174,039	4.98%	59.59%
Finance and Insurance	318	4.21%	146,921	4.20%	100.21%
Real Estate and Rental and Leasing	142	1.88%	65,714	1.88%	100.05%
Professional, Scientific, and Technical Services	321	4.25%	246,934	7.06%	60.19%
Management of Companies and Enterprises	93	1.23%	55,201	1.58%	78.00%
Administration & Support, Waste Management	486	6.44%	222,721	6.37%	101.03%
Educational Services	591	7.83%	314,846	9.01%	86.91%
Health Care and Social Assistance	861	11.40%	398,842	11.41%	99.95%
Arts, Entertainment, and Recreation	105	1.39%	70,681	2.02%	68.78%
Accommodation and Food Services	575	7.61%	279,988	8.01%	95.08%
Other Services (excluding Public Administration)	410	5.43%	210,030	6.01%	90.38%
Public Administration	263	3.48%	134,530	3.85%	90.51%
Total	7,551	100%	3,496,108	100%	0.22%

Source: US Census and MR+E

TABLE 17: HOUSEHOLD INCOMES
SAN FERNANDO TOD PLANNING AREA – 2012 ACS

	0 Plan Area	City of San Fernando	Los Angeles County	0 Plan Area	City of San Fernando	Los Angeles County	Index
Total households	4,631	6,108	3,218,511				
Less than $10,000	221	229	201,440	4.8%	3.7%	6.3%	76.2%
$10,000 to $14,999	145	283	190,527	3.1%	4.6%	5.9%	52.9%
$15,000 to $24,999	369	582	333,721	8.0%	9.5%	10.4%	76.8%
$25,000 to $34,999	543	743	311,808	11.7%	12.2%	9.7%	121.0%
$35,000 to $49,999	384	975	410,586	8.3%	16.0%	12.8%	65.0%
$50,000 to $74,999	635	1,556	550,971	13.7%	25.5%	17.1%	80.1%
$75,000 to $99,999	297	783	382,770	6.4%	12.8%	11.9%	53.9%
$100,000 to $149,999	223	714	440,285	4.8%	11.7%	13.7%	35.2%
$150,000 to $199,999	24	146	187,449	0.5%	2.4%	5.8%	8.9%
$200,000 or more	-	97	208,954	0.0%	1.6%	6.5%	0.0%
Median household income	$ 42,811	$ 54,856	$ 56,241				76.1%
Mean household income	$ 49,964	$ 62,403	$ 81,729				61.1%

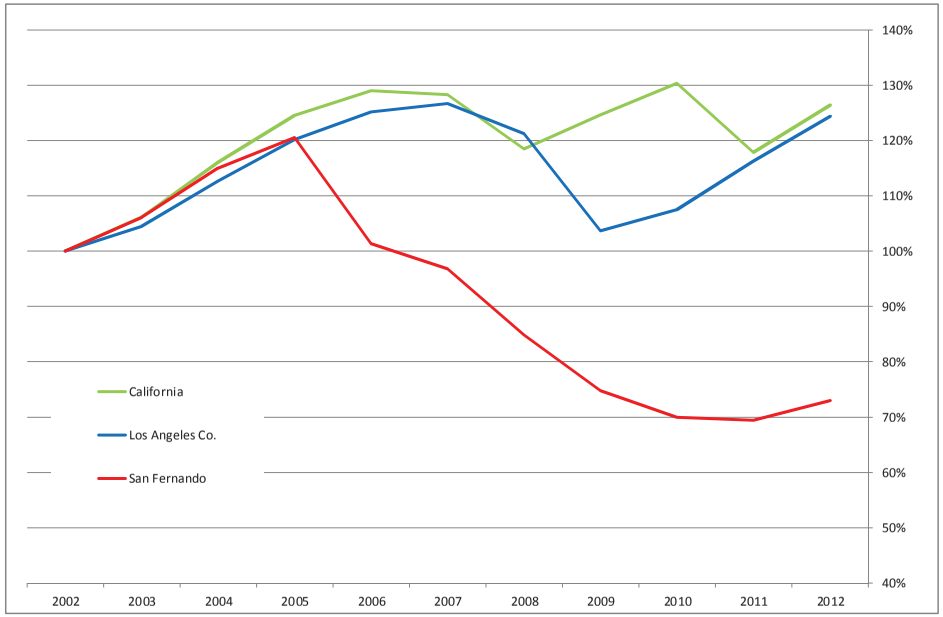


Source: US Census ACS and MR+E

TABLE 18: SALES TAX TREND (IN THOUSANDS)

Table 18
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2012	381,372,823	135,295,582	294,683	0.2%
2011	355,518,038	126,440,737	280,443	0.2%
2010	393,259,857	116,942,334	282,436	0.2%
2009	375,965,447	112,744,727	302,000	0.3%
2008	357,318,427	131,881,744	342,737	0.3%
2007	387,025,102	137,820,418	390,972	0.3%
2006	389,066,572	136,162,552	409,364	0.3%
2005	375,808,125	130,722,373	486,998	0.4%
2004	350,172,688	122,533,104	464,571	0.4%
2003	320,217,054	113,685,422	428,662	0.3%
2002	301,612,306	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

TABLE 19: RESIDENTIAL BUILDING PERMITS CITY OF SAN FERNANDO

FISCAL YEAR	SINGLE FAMILY DWELLINGS	2ND DWELLING UNITS	MULTI-FAMILY UNITS	NUMBER OF MULTI-FAMILY BUILDINGS
2012 TO 2013	5			
2011 TO 2012	14		82	1
2010 TO 2011	5			
2009 To 2010	1			
2008 TO 2009	8			
2007 TO 2008	41	2		
2006 TO 2007	12	9		
2005 TO 2006	16	8	52	1
2004 TO 2005	19	12	46	2
2003 TO 2004	8	2	5	2
2002 TO 2003	14			
2001 TO 2002	5			
2000 TO 2001	3			
1999 TO 2000	4			
1998 TO 1999	1			
1997 TO 1998	3			
TOTAL	159	33	185	6

Source: City of San Fernando

TABLE 20: OFFICE MARKET Q2 2014

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SAN FERNANDO VALLEY	30	2,596,600	17.60%	0.40%	18.10%	20.20%	28,900	48,600	55,800	89,600	0	$2.29
WEST VENTURA COUNTY	58	3,139,200	21.00%	0.00%	21.00%	20.70%	17,400	55,500	-9,200	29,600	0	$1.91
SANTA CLARITA VALLEY	31	2,071,900	15.90%	0.30%	16.20%	16.90%	14,800	30,600	14,200	17,300	0	$2.33
CONEJO VALLEY	106	6,783,600	18.10%	0.20%	18.30%	17.60%	202,600	371,200	-41,200	-30,700	178,700	$2.19
WEST SAN FERNANDO VALLEY	139	14,767,300	15.90%	0.20%	16.10%	16.30%	453,000	636,500	21,900	-17,500	0	$2.15
CENTRAL SAN FERNANDO VALLEY	61	4,523,800	9.90%	0.70%	10.60%	9.80%	93,100	225,600	-38,300	-59,700	0	$2.14
SAN FERNANDO VALLEY SUBTOTA	230	21,887,700	14.90%	0.30%	15.20%	15.50%	575,000	910,700	39,400	12,400	0	$2.21
VENTURA COUNTY SUBTOTAL	164	9,922,800	19.00%	0.10%	19.10%	19.10%	220,000	426,700	-50,400	-1,100	178,700	$2.07
TOTAL	425	33,882,453	16.10%	0.30%	16.40%	16.70%	809,800	1,368,000	3,200	28,600	178,700	$2.16

Source Colliers

TABLE 21: INDUSTRIAL MARKET – Q2 MARKET

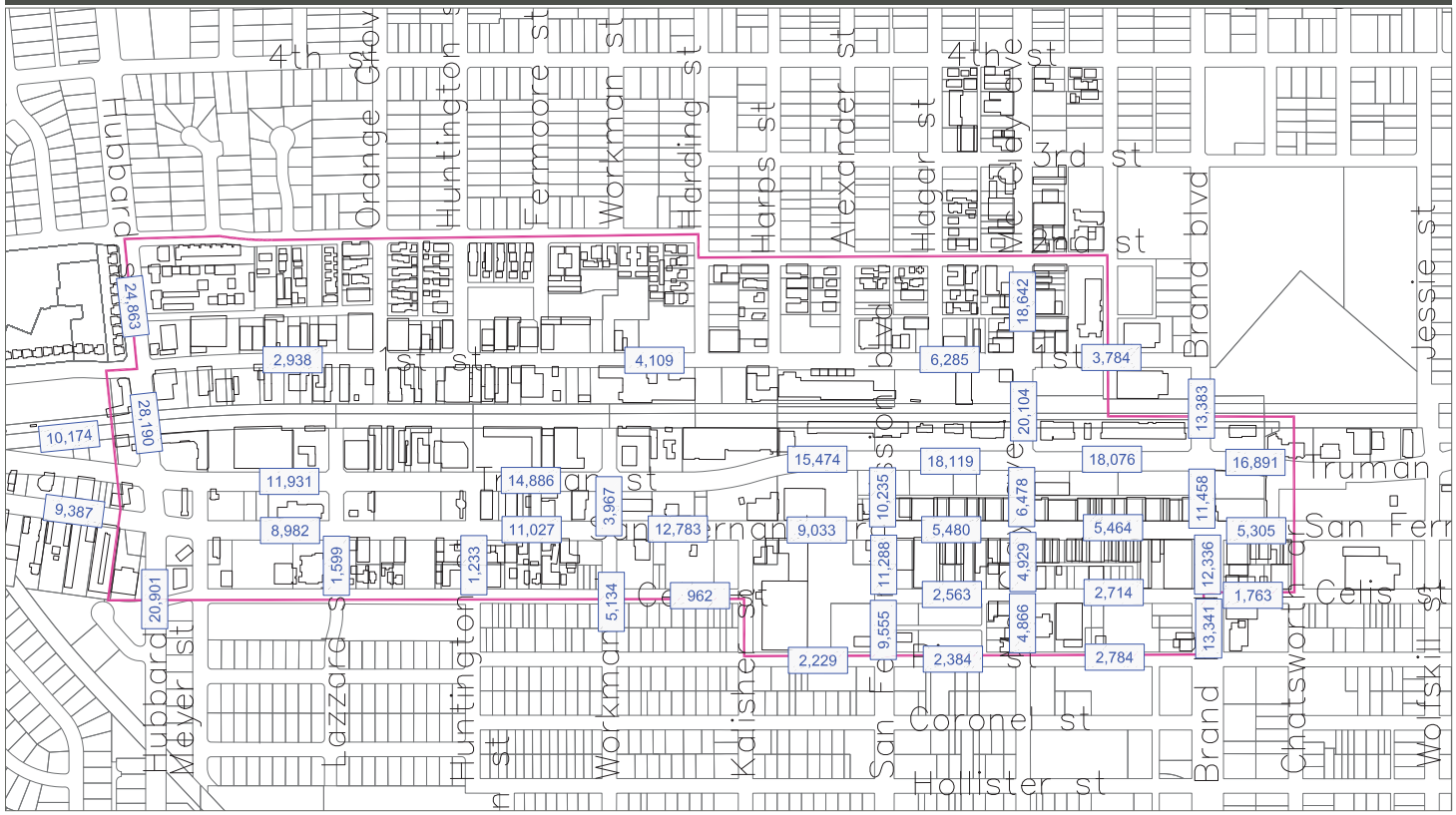
Market	Bldgs.	Total inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SAN FERNANDO VALLEY	1,618	49,452,700	59,000	2.40%	2.40%	3.40%	314,300	11	373,900	10	688,200	1,331,300	-31,700	317,500	$0.62
WEST VENTURA COUNTY	1,151	41,883,000	253,400	4.00%	4.00%	5.80%	514,200	9	322,800	10	837,000	1,414,000	20,100	122,300	$0.54
SIMI VALLEY/MOORPARK	301	10,948,600	0	9.20%	10.40%	10.30%	37,100	2	392,100	3	429,200	586,200	125,300	96,100	$0.52
SANTA CLARITA VALLEY	430	18,532,200	0	5.80%	5.80%	7.40%	13,100	1	160,200	6	173,300	417,600	-4,900	-125,800	$0.53
CONEJO VALLEY	237	7,040,000	0	1.30%	1.00%	3.80%	89,400	3	59,700	3	149,100	182,400	-20,700	-3,000	$0.72
WEST SAN FERNANDO VALLEY	791	25,295,400	86,600	3.10%	2.90%	5.00%	32,100	2	199,700	6	231,800	595,500	-52,800	123,100	$0.61
CENTRAL SAN FERNANDO VALLEY	430	13,803,700	0	1.30%	1.40%	2.40%	25,000	2	63,300	4	88,300	293,900	17,700	54,600	$0.55
SAN FERNANDO VALLEY SUBTOTA	3,289	107,612,000	171,500	3.00%	2.90%	4.40%	428,600	17	797,100	26	1,225,700	2,682,400	-116,900	324,200	$0.58
VENTURA COUNTY SUBTOTAL	1,669	59,343,400	227,500	4.60%	4.90%	6.30%	596,500	13	774,600	16	1,371,100	2,138,400	170,000	260,700	$0.53

Source: Colliers

A1. APPENDIX 1 – TRAFFIC COUNTS

Average Daily Traffic Counts were conducted on October 28, 2014 and on November 18, 2014. A small number of segments were recounted on December 4, 2014 due dislodging of some of the counters during the counting process. The count results are shown in Figure A1.

FIG. A1: 2014 AVERAGE DAILY TRAFFIC VOLUMES



Legend

2,784 *Average Daily Traffic Volumes*

Planning Area Boundary

SAN FERNANDO CORRIDORS SPECIFIC PLAN
LAND USE SURVEY AND OWNERSHIP ANALYSIS

January 27, 2015

THE CITY OF SAN FERNANDO

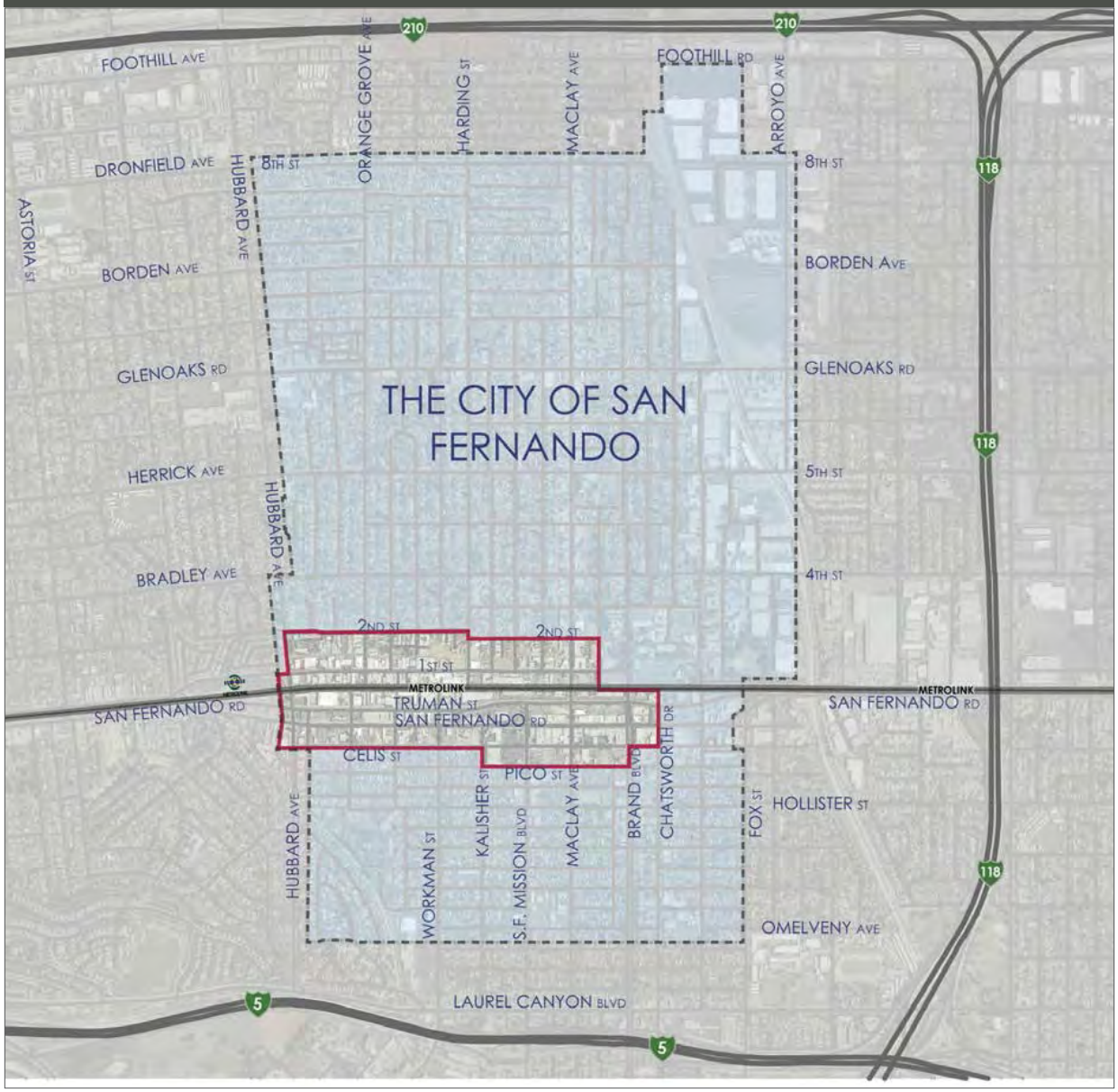
Metro

SARGENT TOWN PLANNING

Gibson Meridian MRO E NELSON raimi+ associates

The T.O.D. Overlay Zone Planning Area is bounded by Celis Street and Pico Street to the south, Hubbard Avenue to the west, Second Street to the north, and Chatsworth Drive to the east (see Figure 1). The Planning Area is split in two by the Los Angeles County Metropolitan Transportation Authority (known as LACMTA or Metro) railroad right-of-way with at-grade crossings at Hubbard Avenue, Maclay Avenue, and Brand Boulevard.

FIG. 1: PLANNING AREA



Legend

- *City Of San Fernando*
- *Planning Area Boundary*
- *Metrolink Station*

II. EXISTING LAND USE SUMMARY

Existing land use within the Planning Area is varied, with over a dozen different types of uses. The predominant use is commercial, accounting for almost 40% of the total Planning Area (including services and food retail). The majority of the commercial uses are found southwest of the railroad tracks, along Truman Street, San Fernando Road, and Maclay Avenue. These streets form the city's downtown commercial retail district. With the exception of the large properties at the intersection San Fernando Road and Mission Boulevard (El Super shopping center), the majority of the commercial parcels are small (less than an acre in size) and narrow.

The second most prevalent land use within the Planning Area is industrial, comprising roughly a quarter of the total Planning Area. Both sides of the Metrolink tracks are lined with industrial uses. Typical uses are warehousing, storage, auto repair shops, and light industrial (for example, a silkscreen shop or a wood design business).

With a total of only 15 acres and 70 parcels, residential uses are a minority presence in the Planning Area. Residential buildings are concentrated in the northern part of the area, between Hubbard Avenue and Maclay Avenue. Dwellings are primarily 1 to 2-story multi-family apartment buildings and courtyard housing. Accounting for just less than 3% of the Planning Area, there is only one institutional use, the Northeast Valley Health Corporation a major health care facility that occupies the block bounded by Meyer Street, Lazard Street, Celis Street, and San Fernando Road. The railroad tracks used by the Metrolink tracks neatly bisect the Planning Area in two, covering seven acres with an average right-of-way width of 60 feet.

See Section III (Land Use and Ownership Survey) for a parcel by parcel description of existing land uses.

TABLE 1: EXISTING LAND USES

Existing Land Use	Area (Acres)	Percent of Project Area
Single Family Residential	2.2	2%
2-, 3-, or 4-Unit Residential	5.4	5%
5 or More Unit Residential	7.2	6%
Commercial, Retail, Services	38.6	35%
Food Retail	4.2	4%
Helath Care Facilities	0.2	0%
Office	3.4	3%
Industrial	24.4	22%
Parking	9.3	8%
Government or Institutional	9.1	8%
Utilities or Miscellaneous	6.8	6%
Recreational Facilities	0.7	1%
Total	**111.5**	**100%**

FIG. 2: EXISTING LAND USES

Legend

- Single-Family Residential
- Two, Three, or Four-Unit Res.
- Five or More Unit Residential
- Commercial, Retail, & Services
- Food Retail
- Recreational Facilities
- Health Care Facillities
- Office
- Industrial
- Parking
- Government or Institutional
- Utilities or Misc

III. LAND USE OWNERSHIP SURVEY

Table 2 lists the existing land use information for each parcel within the Planning Area. Shown are existing zoning, the General Plan land use, the buildings on each parcel were built, the number of units, the total building square footage, as well as the existing use type and more detailed description of each use. See Figures 3 through 6 on pages 14-17 for the location of each parcel.

TABLE 2: LAND USE SURVEY

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2611009029	1705 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1975	1	1,848	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2611010003	1750 HUBBARD	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2611010028	1754 HUBBARD	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2612006029	1542 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1953	0	5,000	Commercial	Stores
2612006001	1500 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1945	1	4,276	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612002009	1547 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Stores
2612006028	1526 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	5	4,000	Commercial	Stores
2612004015	1631 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	0	5,998	Commercial	Parking Lots (Commercial Use Properties)
2612002005	1523 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	1,137	Commercial	Professional Buildings
2612002013	1513 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1947	0	2,126	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005034	1630 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1998	0	5,592	Commercial	Professional Buildings
2612006011	1539 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	1	752	Residential	Single
2612005031	260 N MEYER	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1983	1	2,728	Commercial	Srvc Shps:Radio - TV - Refrig - Pnt Shp
2612001011	1647 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	0	41,365	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612004016	1661 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1995	1	800	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005033	1600 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	0	11,206	Commercial	Professional Buildings
2612002014	1529 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1947	1	10,839	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005018	1646 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	2,630	Commercial	Stores
2612002015	1547 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1968	1	11,560	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612004008	1633 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	6,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612006019	1511 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1974	0	1,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612002004	1517 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	8,164	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612006013	1527 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1941	1	660	Residential	Single
2612001007	1601 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1963	0	2,447	Commercial	Service Stations
2611010054	1702 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	1,764	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612003014	1511 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	0	30,000	Commercial	Parking Lots (Commercial Use Properties)
2612002001	1501 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1987	1	11,024	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612006010	1541 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	1	1,224	Residential	Single
2611009037	1753 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1951	0	2,070	Commercial	Commercial

Source: Los Angeles County Assessors Office via http://rpgis.isd.lacounty.gov/GIS-NET3_Public/Viewer.html http://rpgis.isd.lacounty.gov/GIS-NET3_Public/Viewer.html

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2612006026	1501 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	1	5,056	Commercial	Srvc Shps:Radio - TV - Refrig - Pnt Shp
2521002019	101 S WORKMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1989	0	5,832	Commercial	Stores
2507009271	1753 HUBBARD	SAN FERNANDO	CA	91340	R-2	COM	0	0	0	Industrial	Industrial
2521033002	1107 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1926	1	6,750	Commercial	Stores
2521032001	1100 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1929	0	7,500	Commercial	Store Combination
2521031013	301 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	13,924	Commercial	Banks Savings & Loan
2521032002	1108 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	4,207	Commercial	Stores
2521031011	314 MISSION	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	1	2,501	Commercial	Restaurants - Cocktail Lounges
2521031901	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522002014	1045 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,049	Commercial	Restaurants - Cocktail Lounges
2522002003	911 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	2,250	Commercial	Restaurants - Cocktail Lounges
2522001003	901 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Restaurants - Cocktail Lounges
2522014012	214 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,030	Commercial	Stores
2522003012	1040 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	2,760	Commercial	Stores
2522015007	803 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2002	1	4,772	Commercial	Restaurants - Cocktail Lounges
2522015902	2 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Miscellaneous	Parking Lots (Commercial Use Properties)
2522014019	804 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	3,500	Commercial	Stores
2520001014	2018 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1957	0	6,560	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007007	114 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	2,169	Residential	Three Units (Any Combination)
2521034007	0 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522001901	4 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	**Parking Lots (Commercial Use Properties)**
2522014901	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	**Parking Lots (Commercial Use Properties)**
2521032012	1123 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1956	0	2,500	Commercial	Stores
2522015006	130 N BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521032013	1116 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1945	1	10,000	Commercial	Stores
2521032003	1111 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1942	0	9,300	Commercial	Stores
2522003030	1045 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2004	0	450	Commercial	Commercial
2522003033	900 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1913	0	25,912	Commercial	Stores
2519002900	117 N MACNEIL	SAN FERNANDO	CA	91340	C-1	PUB	0	0	0	Government	Government Parcel
2522002009	1027 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	1	2,118	Commercial	Stores
2522001904	RAILROAD	SAN FERNANDO	CA	91340	FEATURE		0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522002001	901 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1933	0	7,096	Commercial	Store Combination
2522016001	753 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	24,000	Commercial	Stores
2522003014	204 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1920	0	9,098	Commercial	Store Combination
2522003900	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003008	1028 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1911	1	2,760	Commercial	Stores
2521031005	317 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	3,345	Commercial	Stores
2522004006	1030 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	2,500	Commercial	Parking Lots (Commercial Use Properties)
2522014026	317 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2000	1	2,555	Commercial	Stores
2521033003	1113 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1928	0	2,250	Commercial	Stores
2521033005	1123 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	6,750	Commercial	Stores
2522003013	1042 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	2,592	Commercial	Stores
2522003002	1008 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	0	2,760	Commercial	Stores
2522014011	216 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	5,000	Commercial	Store Combination
2519001903	910 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522003903	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Government Parcel
2519002007	130 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1916	0	1,425	Commercial	Stores
2520007005	128 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	5	3,262	Residential	Five or more apartments

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520007013	113 HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	2004	2	2,814	Residential	Two Units
2520008007	1718 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1954	0	5,262	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522003901	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003009	1030 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1932	0	2,760	Commercial	Stores
2520010900	120 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	PRK	0	0	0	Government	Government Parcel
2521018012	1235 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	41,058	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2519002008	132 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1921	0	1,380	Commercial	Store Combination
2521031902	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521031006	313 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	2,500	Commercial	Stores
2520009007	1516 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1968	0	39,517	Industrial	Food Processing Plants
2520018006	1416 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1914	0	16,500	Commercial	Parking Lots (Commercial Use Properties)
2520024006	128 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1996	1	2,070	Residential	Two Units
2520019009	129 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	1	2,148	Residential	Two Units
2520018804	1318 FIRST	SAN FERNANDO	CA	91340	M-2	IND	0	0	0		
2522003004	1014 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	2,610	Commercial	Stores
2522014014	816 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	19,744	Commercial	Store Combination
2520007015	125 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,800	Residential	Two Units
2520010002	1708 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1947	3	2,705	Residential	Three Units (Any Combination)
2521003900	1422 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2012	20	20,840	Commercial	Five or more apartments
2521017022	1345 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	7,000	Commercial	Srvc Shps:Radio - TV - Refrig - Pnt Shp
2519002009	134 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1913	1	3,510	Commercial	Stores
2519002010	110 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1927	1	5,264	Commercial	Stores
2522003029	1045 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1961	0	5,524	Commercial	Stores
2522014020	800 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1942	0	3,288	Commercial	Stores
2520001008	1940 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1935	1	4,865	Commercial	Srvc Shps:Radio - TV - Refrig - Pnt Shp
2521003025	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521034009	1100 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521031903	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520017010	125 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1948	4	2,676	Residential	Four Units (Any Combination)
2520024011	111 HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2521001006	1407 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	1	16,150	Industrial	Warehousing - Distribution - Storage
2520017005	1414 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	5,360	Residential	Five or more apartments
2520024005	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2520001001	2040 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1956	1	10,119	Commercial	Restaurants - Cocktail Lounges
2520002018	1941 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1959	0	8,100	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002004	141 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1958	10	6,941	Residential	Five or more apartments
2520010005	144 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	2,730	Residential	Three Units (Any Combination)
2520025003	1115 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1964	0	1,700	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521034905	5 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521033006	1129 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	0	13,425	Commercial	Stores
2520007022	132 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	1,733	Residential	Three Units (Any Combination)
2520010007	1725 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520011046	1602 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1913	2	2,104	Residential	Two Units
2520011045	1621 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1978	0	12,200	Industrial	Warehousing - Distribution - Storage
2521017008	1315 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521019007	1246 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1986	1	2,250	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522001001	104 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1938	0	7,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522003005	1016 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1941	0	2,700	Commercial	Stores

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2522003003	1010 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1935	0	2,750	Commercial	Stores
2522014025	313 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	1	1,750	Commercial	Stores
2520001006	2000 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1954	0	816	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520001013	1900 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1950	0	2,100	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520008002	1814 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	2,898	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003028	1438 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1974	0	3,528	Commercial	Stores
2521016020	1334 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	14,080	Recreational	Athletic & Amusement Facilities
2522003010	1034 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	2,760	Commercial	Stores
2522002004	1003 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1929	3	6,750	Commercial	Stores
2522015005	809 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	23,995	Commercial	Banks Savings & Loan
2520025015	111 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1982	0	2,614	Commercial	Stores
2520019008	123 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1921	1	1,008	Residential	Single
2521001004	1423 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	1,400	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2519002005	116 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	5	9,759	Commercial	Stores
2520002017	1947 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1960	0	9,600	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007021	1803 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1949	0	4,988	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520010011	1701 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520019016	1321 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	MU	0	0	0	Industrial	Industrial
2520025004	1113 FIRST	SAN FERNANDO	CA	91340	C-2	COM	0	0	0	Commercial	Commercial
2520002002	127 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	4	3,205	Residential	Four Units (Any Combination)
2520010009	1711 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1947	1	6,878	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520009003	1606 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	1,176	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520019010	133 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1908	1	1,232	Residential	Single
2520002016	2021 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1958	0	17,812	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520008009	1706 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	2,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520011013	133 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1928	1	1,431	Residential	Single
2520017013	1404 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	3,995	Residential	Five or more apartments
2520025005	116 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1942	2	2,284	Residential	Four Units (Any Combination)
2520002022	1923 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1961	0	5,440	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003023	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521002010	1437 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522002010	1029 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1931	0	4,500	Commercial	Stores
2520007011	1805 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1948	0	1,920	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520019014	132 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	4,353	Residential	Five or more apartments
2520018005	1318 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1963	0	16,000	Industrial	Warehousing - Distribution - Storage
2520010003	1714 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	2,700	Residential	Three Units (Any Combination)
2520008010	1724 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	20,040	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521016011	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	2,500	Commercial	Vacant
2521016012	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	2,500	Commercial	Vacant
2522002006	1013 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	4,500	Commercial	Stores
2520019006	111 N ALEXANDER	SAN FERNANDO	CA	91340	SP-1 - SP-4	MU	1977	0	462	Industrial	Warehousing - Distribution - Storage
2520024012	111 N HAGAR	SAN FERNANDO	CA	91340	C-2	COM	1932	0	4,520	Institutional	Ambulance Dispatch
2521003009	1446 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	0	3,713	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522004903	308 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Government Parcel
2522004904	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003011	1038 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2004	0	120	Commercial	Commercial
2522003902	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522014015	822 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1923	0	2,720	Commercial	Stores

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520002001	121 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1986	5	6,242	Residential	Five or more apartments
2521003006	1426 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Residential	Single
2519002006	128 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1937	2	1,500	Commercial	Stores
2519002002	100 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520002029	126 N HUBBARD	SAN FERNANDO	CA	91340	R-3	HDR	1983	34	36,174	Residential	Five or more apartments
2520002019	1935 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1957	0	4,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520010004	1720 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	2,700	Residential	Three Units (Any Combination)
2521032004	1122 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	2,500	Commercial	Stores
2520007001	142 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1950	2	1,574	Residential	Two Units
2521016003	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Vacant
2521016900	1320 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521033015	1143 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	0	5,850	Commercial	Stores
2520025016	125 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	4,250	Commercial	Stores
2520007016	131 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,620	Residential	Two Units
2520008004	1806 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1948	0	2,516	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520024002	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1953	0	3,124	Commercial	Parking Lots (Commercial Use Properties)
2521003026	1412 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	0	4,596	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521003015	1427 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	724	Residential	Single
2522002008	1025 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	1,890	Commercial	Stores
2522003031	1020 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	2,550	Commercial	Stores
2520002006	1920 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1994	0	13,776	Commercial	Parking Lots (Commercial Use Properties)
2520010001	1702 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1946	3	2,710	Residential	Three Units (Any Combination)
2521034013	1201 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	37,480	Commercial	Stores
2521019006	1242 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1984	1	3,790	Commercial	Stores
2521033014	1201 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	918	Commercial	Restaurants - Cocktail Lounges
2520017007	1425 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1957	0	8,400	Commercial	Parking Lots (Commercial Use Properties)
2520024004	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2520025014	107 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	2	1,820	Commercial	Stores
2520024003	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1953	0	3,500	Commercial	Parking Lots (Commercial Use Properties)
2520025013	101 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	2	5,240	Commercial	Stores
2521019001	1204 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1976	1	1,122	Commercial	Restaurants - Cocktail Lounges
2520017008	115 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1923	1	665	Residential	Single
2520001012	1910 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1964	0	8,752	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520009005	1700 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1951	0	10,120	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520018009	1200 FIRST	SAN FERNANDO	CA	91340	M-2	SP-4	0	0	0	Industrial	Industrial
2521002016	1415 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	8,516	Commercial	Store Combination
2521003029	1445 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1977	0	6,000	Institutional	School
2520002005	1914 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1906	6	5,708	Residential	Five or more apartments
2520001009	1932 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1996	0	3,000	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520017004	124 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Three Units (Any Combination)
2520024010	133 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1910	3	1,840	Residential	Three Units (Any Combination)
2520024902	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	0	0	0	Commercial	Ambulance Dispatch
2519002001	104 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1976	0	3,825	Commercial	Stores
2520008008	1712 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	1	5,921	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520025006	124 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1953	1	2,305	Residential	Three Units (Any Combination)
2521002009	1431 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1959	0	5,103	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522002005	1007 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1938	0	16,350	Commercial	Stores
2522003026	1004 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	9,000	Commercial	Stores

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2521018013	1345 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	9,972	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521017002	1315 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521034901	7 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2520010008	1719 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1950	0	3,977	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002026	146 N HUBBARD	SAN FERNANDO	CA	91340	R-3	HDR	1967	1	2,400	Commercial	Stores
2520011015	143 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1926	1	1,360	Residential	Two Units
2520017003	116 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	0	15	0	Residential	Five or more apartments
2520024008	123 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1976	6	4,824	Residential	Five or more apartments
2520019011	116 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1962	18	13,059	Residential	Five or more apartments
2520018012	55 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1996	6	10,553	Commercial	Stores
2521002011	1437 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522002007	1019 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1921	3	4,860	Commercial	Stores
2522004004	0 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	5,000	Commercial	Parking Lots (Commercial Use Properties)
2520002021	1925 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1956	0	3,395	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003024	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520001007	1946 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1977	1	920	Commercial	Office Buildings
2520002023	1901 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1951	1	14,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521033004	1115 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	2	4,500	Commercial	Stores
2521032005	1126 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	4,500	Commercial	Stores
2521003022	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520007020	1811 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1947	0	2,468	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520025008	1116 SECOND	SAN FERNANDO	CA	91340	C-2	COM	1965	0	2,584	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522001903	RAILROAD	SAN FERNANDO	CA	91340	FEATURE		0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520002007	1928 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	4,600	Residential	Five or more apartments
2522016009	130 N BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522004007	1023 PICO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1956	0	2,535	Commercial	Stores
2520018002	1404 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1949	0	9,654	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521002017	1437 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	5,760	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002027	2020 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1997	11	12,945	Residential	Five or more apartments
2520001011	1912 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	1,680	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522014900	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522003021	1023 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	5,400	Commercial	Office Buildings
2522004905	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521003007	1432 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	3,269	Commercial	Store Combination
2521017021	1245 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1925	0	15,590	Commercial	Store Combination
2521019030	1200 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	60,760	Commercial	Shopping Centers (Neighborhood - community)
2521033013	1203 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	1,300	Commercial	Stores
2519002011	1013 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	3,904	Commercial	Stores
2520007023	136 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	1,731	Residential	Three Units (Any Combination)
2520007017	137 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,548	Residential	Two Units
2520011034	1616 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1964	14	19,376	Residential	Five or more apartments
2522014017	205 CHATSWORTH	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	8,060	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520002020	1933 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1956	0	3,230	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520001010	1924 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1957	0	2,932	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007018	143 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1952	1	2,308	Residential	Four Units (Any Combination)
2520011044	1531 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1961	0	2,400	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521019031	317 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	2,272	Commercial	Shopping Centers (Neighborhood - community)
2520019007	119 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1965	4	3,850	Residential	Four Units (Any Combination)

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520025007	132 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1963	9	5,740	Residential	Five or more apartments
2520011039	1514 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	0	8	1,400	Residential	Five or more apartments
2520011012	127 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1928	2	1,502	Residential	Two Units
2521016018	1300 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	20,000	Commercial	Stores
2520002011	1946 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1955	6	2,927	Residential	Five or more apartments
2520007014	121 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,548	Residential	Two Units
2521018014	1335 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	3,646	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2611009036	1705 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	11,694	Commercial	Parking Lots (Commercial Use Properties)
2522002002	907 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	8,000	Commercial	Store Combination
2521032007	210 MISSION	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1951	0	9,179	Commercial	Stores
2522001902	4 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2520011011	121 HARDING	SAN FERNANDO	CA	91340	R-3	IND	1963	3	2,786	Residential	Four Units (Any Combination)
2521003027	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1924	1	1,688	Residential	Two Units
2521032018	211 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	9,300	Commercial	Srvc Shps:Radio - TV - Refrig - Pnt Shp
2520008003	1810 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	960	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522014018	808 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	4,435	Commercial	Stores
2520007019	1817 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1952	0	15,972	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521034904	5 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521001005	1431 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1986	0	14,600	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002003	137 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1957	5	3,224	Residential	Five or more apartments
2521034012	1201 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	53,993	Commercial	Stores
2521034011	1231 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1984	0	19,200	Commercial	Stores
2521003014	1431 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	2	896	Residential	Two Units
2520017009	123 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1920	1	1,034	Residential	Single
2521003001	1404 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522003905	12 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520011014	137 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1922	1	1,135	Residential	Single
2520001005	2008 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1987	0	6,312	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522014024	218 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	2,150	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521031012	307 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Professional Buildings
2521032008	1140 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1953	0	60,000	Commercial	Stores
2520010010	1709 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1952	0	5,220	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007006	120 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1950	3	1,996	Residential	Three Units (Any Combination)
2612002006	1527 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1968	1	3,510	Commercial	Stores
2520025012	127 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	7,620	Commercial	Stores
2520008001	1824 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	10,090	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521032009	1130 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	5,000	Commercial	Stores
2520002025	1934 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1952	4	6,219	Residential	Five or more apartments
2520017006	1409 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1915	0	1,444	Residential	Two Units
2521002018	1444 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	5,760	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612006012	1531 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	3	2,254	Residential	Three Units (Any Combination)
2520009002	1640 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1951	0	7,400	Commercial	Parking Lots (Commercial Use Properties)
2520002015	100 N HUBBARD	SAN FERNANDO	CA	91340	M-1	IND	1958	0	1,887	Industrial	Lumber Yards
2520025010	125 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522003032	1022 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1912	1	5,280	Commercial	Stores
2520011047	1610 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1920	0	1,341	Residential	Single
2520002028	1950 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1993	0	11,340	Commercial	Parking Lots (Commercial Use Properties)
2612006024	1522 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial

TABLE 2: LAND USE SURVEY (CONT'D)

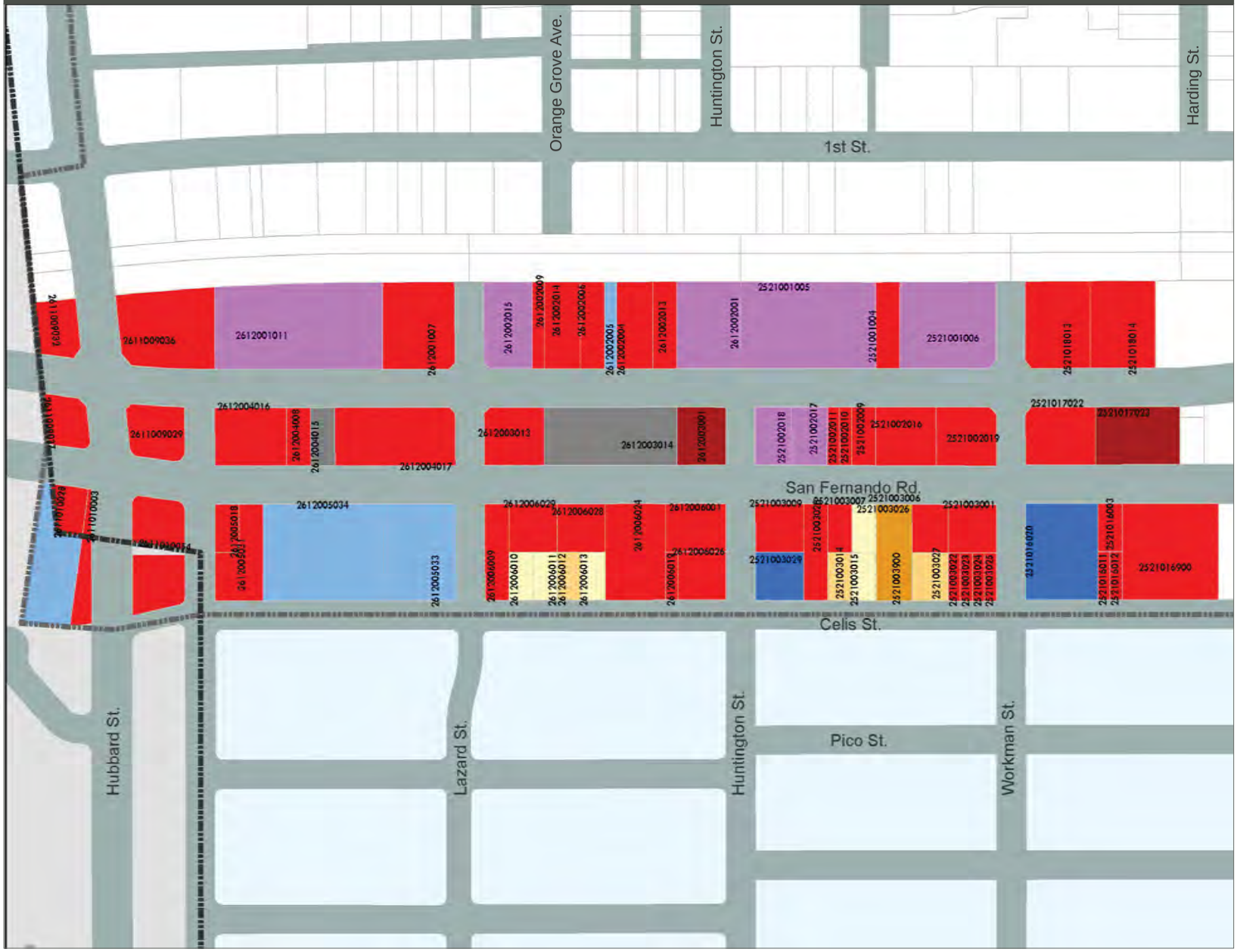
APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2521033001	1103 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,500	Commercial	Stores
2612006009	1550 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	2,442	Commercial	Store Combination
2520011030	1520 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	10,720	Residential	Five or more apartments
2520018004	1414 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1914	0	1,050	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522004005	1030 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	31,774	Commercial	Stores
2520025002	1119 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1973	1	3,550	Commercial	Parking Lots (Commercial Use Properties)
2521017023	1327 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1988	1	2,706	Commercial	Restaurants - Cocktail Lounges
2520017001	1425 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1951	0	10,370	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612003001	107 S HUNTINGTON	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	588	Commercial	Restaurants - Cocktail Lounges
2522003904	12 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522002016	1035 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	9,963	Commercial	Stores
2520024009	129 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1935	1	1,282	Residential	Three Units (Any Combination)
2521032019	1129 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	5,000	Commercial	Stores
2612004017	1601 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	11,060	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520025001	1119 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1973	1	4,503	Commercial	Restaurants - Cocktail Lounges
2612003013	1547 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2000	0	2,694	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520024007	1224 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1921	1	1,857	Residential	Two Units
2520024001	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1953	0	9,806	Institutional	Cemeteries - Mausoleums - Mortuaries
2611009032	1753 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	1	1,823	Commercial	Service Stations
2519002900	117 N MACNEIL	SAN FERNANDO	CA	91340	C-2	PUB	0	0	0	Government	Government Parcel
2520011041	1529 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	0	35	0	Residential	Five or more apartments
2520011042	1501 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	1972	35	8,384	Residential	Five or more apartments
2520011038	1529 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	0	35	0	Residential	Five or more apartments
2520011006	8112 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1950	0	1,170	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520011043	1501 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520017002	112 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1985	14	6,100	Residential	Five or more apartments

FIG. 3: EXISTING LAND USES NORTHWEST QUADRANT

Legend

- Single-Family Residential
- Two, Three, or Four-Unit Res.
- Five or More Unit Residential
- Commercial, Retail, & Services
- Food Retail
- Recreational Facilities
- Health Care Facillities
- Office
- Industrial
- Parking
- Government or Institutional
- Utilities or Misc

FIG. 4: EXISTING LAND USES SOUTHWEST QUADRANT



Legend

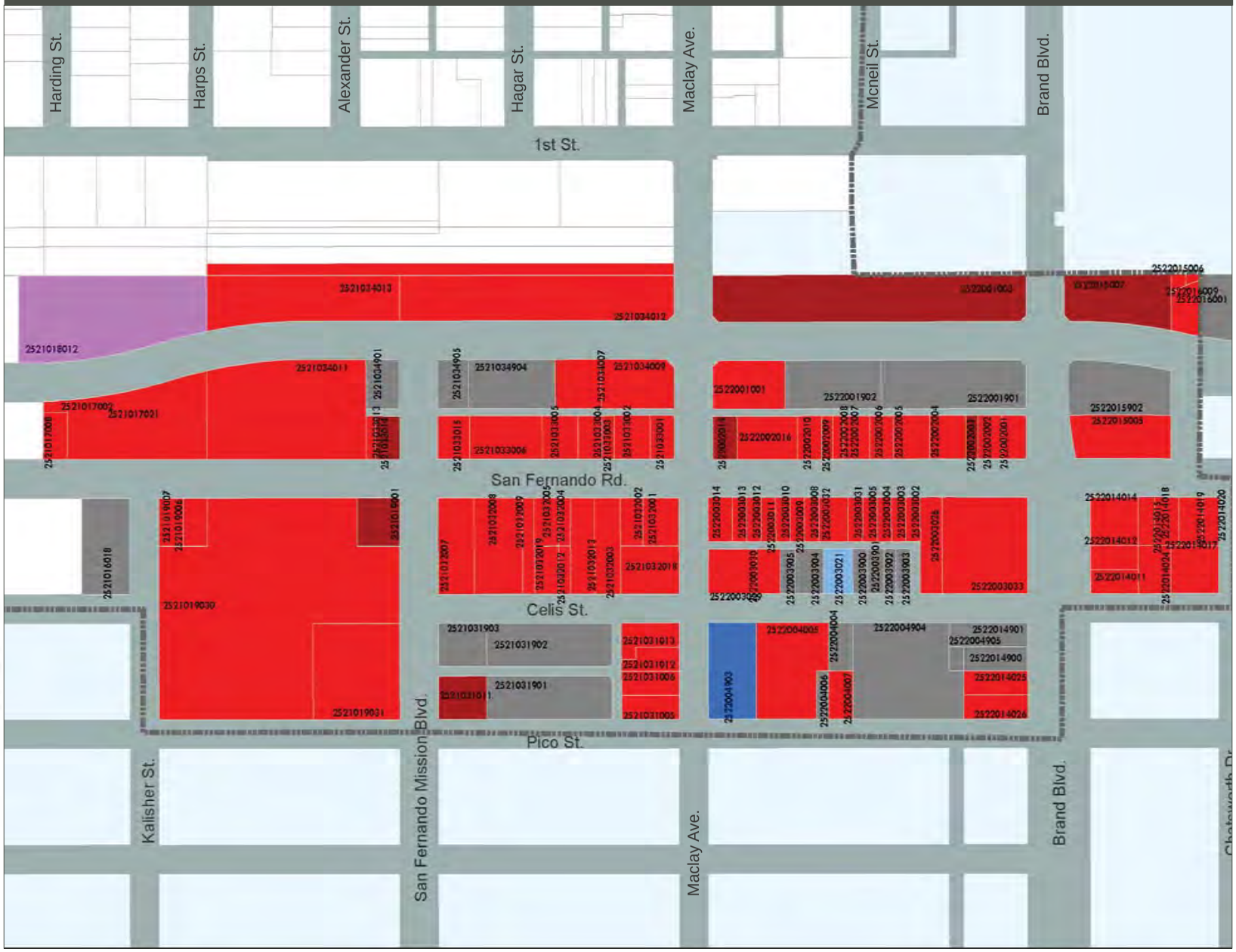
- Single-Family Residential
- Two, Three, or Four-Unit Res.
- Five or More Unit Residential
- Commercial, Retail, & Services
- Food Retail
- Recreational Facilities
- Health Care Facilities
- Office
- Industrial
- Parking
- Government or Institutional
- Utilities or Misc

FIG. 5: EXISTING LAND USES NORTHEAST QUADRANT

Legend

- Single-Family Residential
- Two, Three, or Four-Unit Res.
- Five or More Unit Residential
- Commercial, Retail, & Services
- Food Retail
- Recreational Facilities
- Health Care Facillities
- Office
- Industrial
- Parking
- Government or Institutional
- Utilities or Misc

FIG. 6: EXISTING LAND USES SOUTHHEAST QUADRANT



SAN FERNANDO CORRIDORS SPECIFIC PLAN
PAR IN , ACCESS, AND LIN A E S UDY

JANUARY 27, 2015

THE CITY OF SAN FERNANDO

Metro

SARGENT TOWN PLANNING

Gibson Meridian MRO E NELSON raimi+ associates

INTRODUCTION:

This report summarizes the existing transportation network connecting the Sylmar/San Fernando Metrolink Station to Downtown San Fernando and surrounding neighborhoods, identifies gaps in that network and describes opportunities for improving connectivity for existing and future transit riders. The framework for future Transit-Oriented Development (T.O.D.) within this area will be a pedestrian-oriented network of complete streets that provide high quality connections to the Metrolink Station for all travel modes, balancing the need for automobile access with the safety and comfort of pedestrians and bicyclists. The existing *San Fernando Corridors Specific Plan*, as well as a number of other on-going transit initiatives have set the stage for such a complete network, and this report provides the foundation for the work to be done in the T.O.D. Overlay Zone planning process.

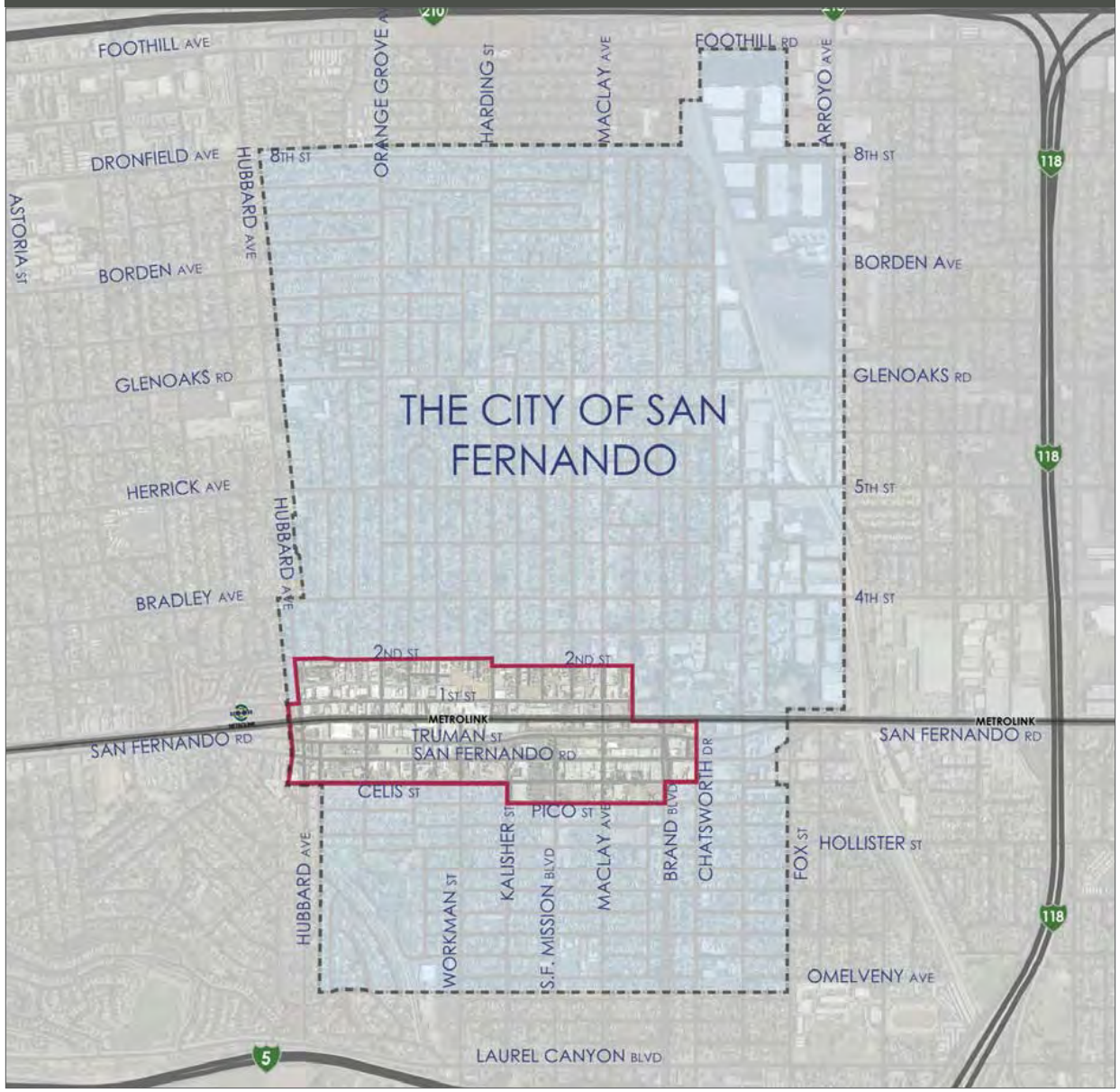
II. EXISTING CONDITIONS

LOCATION AND POPULATION

The City of San Fernando is located in the Northeast San Fernando Valley region of Los Angeles County, approximately 20 miles northwest of downtown Los Angeles. San Fernando is completely surrounded by the City of Los Angeles, and has a total area of about 2.4 square miles. The City's population has grown from approximately 18,000 in 1980 to about 23,600 in 2013.

Figure 1 shows the boundaries of the Planning Area, which encompasses the area to the east of the Sylmar/San Fernando Metrolink Station.

FIG. 1: PLANNING AREA



Legend

- City Of San Fernando
- Planning Area Boundary
- Metrolink Station

EXISTING TRANSIT SERVICE

METROLINK COMMUTER RAIL AND UNION PACIFIC FREIGHT TRAINS

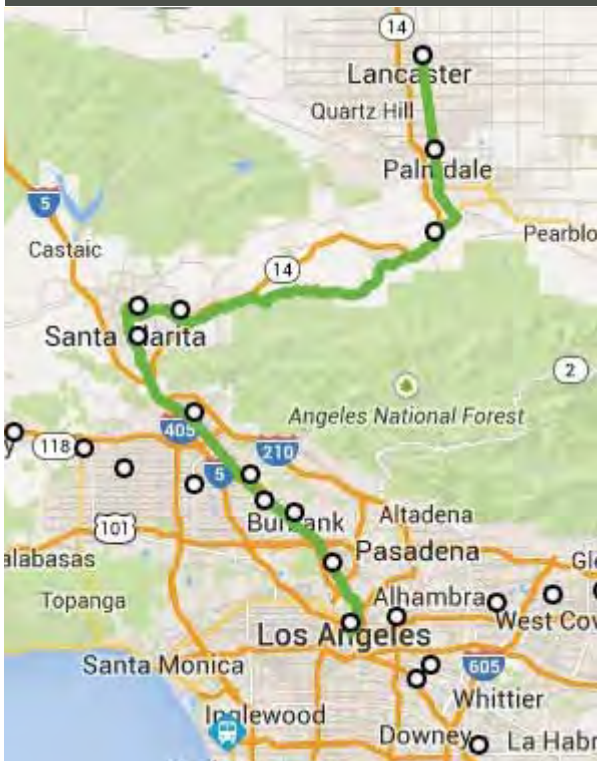
San Fernando is served by the Antelope Valley line of the Metrolink commuter rail service. Trains travel between Lancaster and Los Angeles Union Station, with stops at nine stations in between: Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, Downtown Burbank, and Glendale (see shown in Figure 2). Trains on the line make 15 round trips on weekdays, and six round trips on both weekend days. On weekdays, nine of the 15 round trips make the full trip from Lancaster to Union Station, with the remaining trains turning back at either the Santa Clarita or Via Princessa stations in the Santa Clarita Valley. North County TRANSporter bus service provides connecting service from the Palmdale station to meet most of these "short turning" trains. All trains on the line stop at the Sylmar/San Fernando station.

Travel time from Sylmar/San Fernando station to LA Union Station is approximately 30-40 minutes. Fares vary by distance. A one-way fare to LA Union Station is $8; a monthly pass is $215.[1]

As shown in Figure 3, the Sylmar/San Fernando Metrolink Station is located just west of the Planning Area, near the intersection of Hubbard Avenue and First Street. Both the station and its park-and-ride lot sit just outside San Fernando's city limits. The 375 space lot is free of charge.

The Antelope Valley line's railroad right-of-way is owned by the Los Angeles County Metropolitan Transportation Authority (known as LACMTA or Metro), with the exception of a stretch in the Palmdale to Lancaster section of the line. The corridor is operated and maintained by the Southern California Regional Rail Authority (SCRRA), which owns and operates the Metrolink commuter rail service. In addition, the Union Pacific Railroad operates freight service along the corridor.

FIG. 2: ANTELOPE VALLEY LINE



View of the Antelope Valley line right-of-way.

[1] "Metrolink All Lines Timetable Effective April 7, 2014." Accessed September 3, 2014. http://www.metrolinktrains.com/pdfs/Timetables/Metrolink_All_Lines_timetable.pdf.

METRO BUS SERVICE

The Planning Area is also served by seven Los Angeles County Metropolitan Transportation Authority (Metro) bus routes, including five routes that provide peak headways of 15 minutes or better (see Table 1). All of these routes connect directly to the Sylmar/San Fernando station except route 234. As shown in Figure 3, Truman Street and Brand Boulevard form the major transit corridors in the Planning Area. (Outside of the Planning Area, most bus routes on Truman Street transition to San Fernando Road.) Some service is also provided on Maclay Avenue, San Fernando Mission Boulevard, and Hubbard Avenue.

TABLE 1: SUMMARY OF METRO BUS SERVICE IN SAN FERNANDO

Route	Service Type	Weekday Frequency	Days of Operation
94	Local	15-20 minutes	Daily
224	Local	10-15 minutes	Daily
230	Local	12-20 minutes	Daily
234	Local	17-20 minutes	Daily
239	Local	60-70 minutes	Weekdays
734	Rapid	15-20 minutes	Weekdays
794	Rapid	15-20 minutes	Weekdays

SAN FERNANDO TROLLEY.

The San Fernando trolley offers daily service, stopping at 28 locations throughout the City, including at several stops within the Planning Area. Service runs from 10 a.m. to 4 p.m. on weekdays, and 11 a.m. to 4 p.m. on weekend days. The trolley runs on a continuous loop, with average stop waits of 20-25 minutes. The fare is $0.25. Figure 3 provides a map of the trolley service.[2]

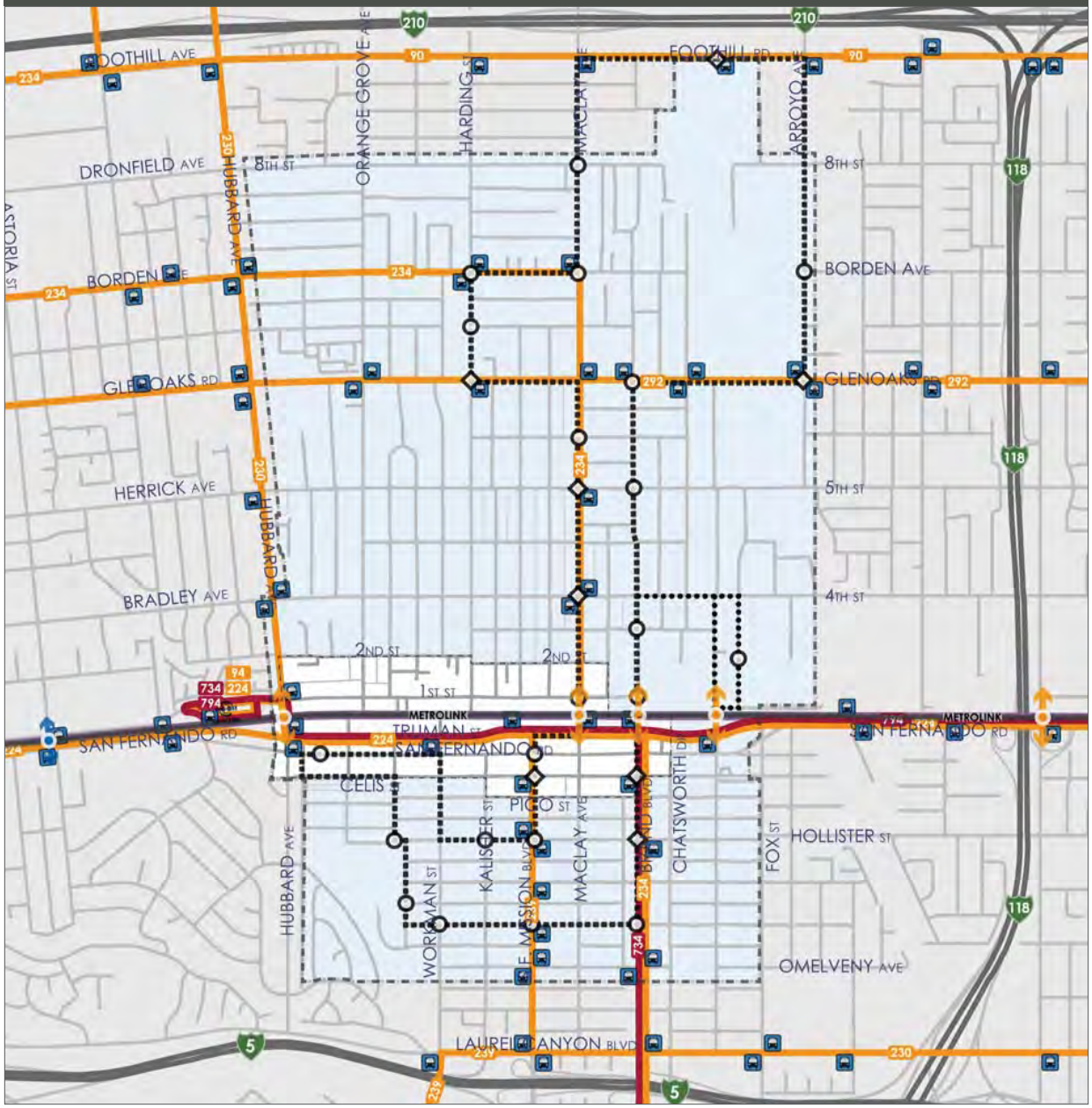
[2] "San Fernando Trolley Route Schedule." Accessed September 3, 2014. http://www.ci.san-fernando.ca.us/trolley/SANF-1.One%20Sheet.LINO.pdf.

A Metro Local bus.

A Metro Rapid bus.

A San Fernando Trolley.

FIG. 2: EXISTING TRANSIT NETWORK



Legend

- Local Metro Transit Route
- Express Metro Tranist Route
- Metro Bus Stop
- San Fernando Trolley
- Trolley Stop
- Shared Trolley/Metro Bus Stop
- Metrolink Line
- Railroad Crossing
- Metrolink Station

PROPOSED TRANSIT SERVICE

On March 13, 2013, LA Metro's Board of Directors approved a motion to recognize five transportation priorities adopted by the San Fernando Valley Council of Governments (SFVCOG):[3]

1. Connect Bob Hope Airport with Transit.
2. Upgrade Metrolink and Los Angeles to San Diego (LOSSAN) Corridors.
3. Develop the I-405/Sepulveda Pass and East San Fernando Valley North-South Transit Corridors.
4. Complete the High Occupancy Vehicle Lane System.
5. Connect and Coordinate Transit Systems Serving the San Fernando Valley.

An 11-page staff report presented to the Metro Board's Planning & Program Committee on June 19, 2013 provides a useful overview of these five transportation priorities, the projects subsumed within them, and their funding and implementation status. Several proposed projects that fall under the umbrella of these five transportation priorities are particularly relevant to the Planning Area. These are summarized in the following paragraphs.

CONNECT BOB HOPE AIRPORT WITH TRANSIT

Construction of the new Metrolink station at Hollywood Way on the Metrolink Antelope Valley Line is currently underway, is fully funded, and is scheduled to become operational in early 2015.[4] This will provide San Fernando residents with a nonstop ride from the Sylmar/San Fernando Metrolink Station to the new Bob Hope Airport Station, supplementing the existing bus service, which offers a 30 minute ride to the airport, with a potentially faster option (a 10-12 minute train ride, with free connecting shuttle to the airport terminal). However, as with current Metrolink trains, the usefulness of this option will be limited by the relatively low frequency of the current 30-train per day Metrolink schedule. In the future, Metrolink service from San Fernando to this new station will also, if the California High-Speed Rail line is built as proposed, provide San Fernando with a non-stop connection to the future high-speed rail stop at this location.

PROPOSED METROLINK UPGRADES

Metrolink currently operates with a single track at many points along the Antelope Valley line, including the entire section of track through the City of San Fernando and at the Sylmar/San Fernando Station, which creates constraints for the number of trains Metrolink can operate.

The SFVCOG transportation priority described as "Upgrade Metrolink and Los Angeles to San Diego Corridors" includes the following projects:

- Where possible, double-track the Metrolink Antelope Valley and Ventura lines to eliminate chokepoints and potential for train collisions.
- Where possible, construct grade separations to eliminate dangerous crossings.
- Straighten railroad tracks where possible to increase travel speeds.
- Construct "run-through" tracks at Union Station (allowing trains from destinations such as San Diego to run straight through Union Station to points north, such as San Fernando).

These projects can be expected to lead to improved schedule options and travel time reductions. The Antelope Valley Line Infrastructure Improvement Strategy,[5] adopted by the LA Metro Board in March 2012, provides details on these proposed improvements.[6] Two aspects of the Improvement Strategy have important implications for San Fernando: the recommendation to double-track the Antelope Valley line where possible, and the proposal to construct grade separations to eliminate dangerous crossings where possible.

[3] Los Angeles County Metropolitan Transportation Authority. "Metro Staff Report - June 19, 2013 - Item 31 - Planning and Programming Committee Meeting.pdf," June 19, 2013. Accessed September 8, 2014. Http://media.metro.net/board/Items/2013/06_june/20130619p&pitem31.pdf.

[4] Metrolink. "Metrolink, Metro and the Bob Hope Airport Hold Groundbreaking Event for the Bob Hope Airport-Hollywood Way Metrolink Station." Accessed September 8, 2014. http://www.metrolinktrains.com/news/news_item/news_id/857.html

[5] "Metro Staff Report on the Antelope Valley Line Infrastructure Improvement Strategy, March 14, 2012 - Item 14 - Planning & Programming Committee." Accessed September 8, 2014. http://media.metro.net/board/Items/2012/03_march/20120314P&PItem14.pdf.

[6] "MTA Approves Improvements to Antelope Valley Metrolink Line | The Antelope Valley Times." Accessed September 8, 2014. http://theavtimes.com/2012/03/22/mta-approves-improvements-to-antelope-valley-metrolink-line/.

Both recommendations could be implemented independently of high-speed rail funding or construction.

Double-tracking: Consistent with the SFVCOG transportation priorities, Metro is proposing a project to double-track the segment of the Antelope Valley Line from Roxford Street in Los Angeles (approximately 1 mile southeast of the Interstate 5/ State Route 14 interchange) to North Brighton Street in Burbank (just east of Bob Hope Airport). This segment includes the entire length of the Metrolink line within San Fernando city limits. The estimated cost of this project is $108 million, and is 50% funded from California High-Speed Rail Authority Proposition 1A funds. Other funding needs to be identified to complete the project. This segment is included in the environmental work for the California High-Speed Rail project. However, Metro staff is working to advance the project separately from the High-Speed Rail Project.[7]

Metro issued a request for proposals (RFP) for engineering services to complete the design of this project on September 15, 2014. This RFP noted that, in addition to adding a second track throughout the Roxford to Brighton corridor, a second side platform and a grade separated pedestrian crossing are proposed at Sylmar/San Fernando station as well.[8]

According to the RFP, construction is anticipated to occur from October 2017 to June 2019. The RFP also notes that the second track for Metrolink trains will be added east of the current single main line track, and future High-Speed Rail tracks would eventually be added on the west side of the Metrolink tracks (if High-Speed Rail runs at grade through the corridor).

According to Metro representatives, the Metro-owned railroad right-of-way within the City of San Fernando is generally 100 feet wide, with a few "pinch points" at which the right-of-way narrows to approximately 85 feet in width. According to Metro, a 100 foot right-of-way allows sufficient space for two Metrolink tracks, an additional two tracks for high-speed rail, and the San Fernando Bike Path. Metro representatives further note that if the high-speed rail alternative which bypasses San Fernando by tunneling directly through the San Gabriel Mountains to Burbank is chosen, then the width reserved for high-speed rail tracks could be used instead for two light rail tracks.

Grade Crossing & Corridor Safety Program: The Antelope Valley Line Infrastructure Improvement Strategy and the SFVCOG transportation priorities memo both identified the need for safety enhancements, with particular focus on grade crossings, and identifies priority locations for grade crossing improvements. The Antelope Valley Line has 41 public at-grade crossings, 16 private at-grade crossings, and seven pedestrian at-grade crossings, including four at-grade road crossings in the study area: at Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Wolfskill Street/Jessie Street. According to the Antelope Valley Line Infrastructure Improvement Strategy and Metro's June 19, 2013 Staff Report on SFVCOG's five transportation priorities, the Los Angeles County Grade Crossing and Corridor Safety Program will further evaluate specific grade separations to advance.[9] The request for proposals for a consultant team to develop this grade crossing and corridor safety program is currently scheduled to be released by the end of 2014.

[7] Confirmed by Don Sepulveda of Metro in a phone call on October 6, 2014. Metro's plans for double tracking are also discussed in the following document: "Los Angeles County Metropolitan Transportation Authority. "Metro Staff Report - June 19, 2013 - Item 31 - Planning and Programming Committee Meeting.pdf," June 19, 2013. Accessed September 8, 2014. http://media.metro.net/board/Items/2013/06_june/20130619p&pitem31.pdf.

[8] Confirmed by Don Sepulveda of Metro in a phone call on October 6, 2014.

[9] Ibid.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT

LA Metro is currently conducting a study to improve transit service in the 11-mile 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.[10] This corridor is currently served by Metro Rapid Route 734. The study commenced in 2011, and is currently in environmental review stage, with an updated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) scheduled to be released by late 2015, and final environmental clearance planned for 2015 or 2016.[11] Service could be operational by 2018. The project is funded by Measure R, which has dedicated $170.1 million for the project.

The project has identified three potential transit alternatives for the corridor: bus rapid transit (BRT), light rail (LRT), or a tram (modern streetcar), as shown in Figure 4. Under the BRT alternative, the line would likely have dedicated lanes outside of San Fernando, but would not have dedicated lanes on Truman Street within the City of San Fernando. There would be few major changes to the roadway in San Fernando, other than upgraded bus stops.

At the current stage of design, the light rail alternative is proposed to terminate at San Fernando Road, before reaching the City of San Fernando, with feeder bus service operating along San Fernando Road to the Sylmar/San Fernando Metrolink Station. (According to Metro representatives, if this alternative is chosen, the light rail line could potentially eventually be extended to the Sylmar/San Fernando station by adding two tracks for it within the railroad right-of-way. However, as noted below in the High-Speed Rail section, the existing right-of-way and generally has sufficient width for only four tracks plus the San Fernando Bike Path, meaning that the existing right-of-way could accommodate two Metrolink tracks plus two high-speed rail tracks, or two Metrolink tracks plus two light rail tracks, but not six tracks to serve all three operations.) The tram (streetcar) alternative would run in mixed-flow traffic on Truman Street or San Fernando Road within the City, and would also make stops at Maclay Avenue and the Metrolink Station.

BRT along the full corridor is projected to cost $294 million at a minimum to construct, the tram/streetcar is projected to cost $1.3 billion, and LRT is projected to cost at least $2.7 billion.[12] Metro's Long Range Transportation Plan has reserved $170.0 million for the project.

Metro now proposes to construct the project in phases, beginning with an initial bus or rail project in a dedicated right-of-way on 6.7 miles of Van Nuys Boulevard between the Metro Orange Line and San Fernando Road. This segment of the corridor has the highest ridership today, and the slowest speeds. By implementing the project in phases, an initial segment of the BRT alternative could be funded with minimal additional funding beyond what is already available.

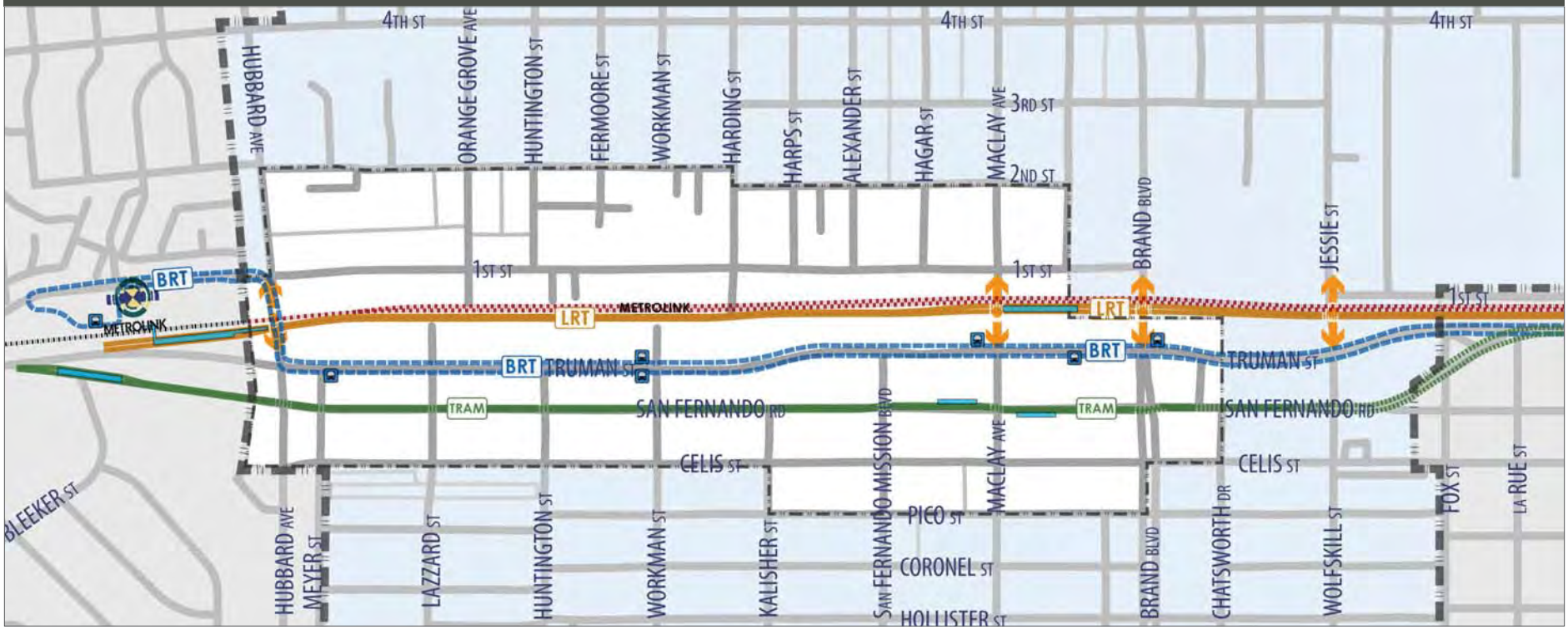
A Bus Rapid Transit (BRT) Vehicle.

[10] Metro. "East San Fernando Valley Transit Corridor". Accessed September 16, 2014. http://www.metro.net/projects/east-sfv/.

[11] Metro. "East San Fernando Valley Transit Corridor Study Draft EIS/EIR Fact Sheet (Summer/Fall 2014)". Accessed September 16, 2014. http://media.metro.net/projects_studies/east_sfv/images/eiseir_esfv_2014-09.pdf.

[12] Metro. "East San Fernando Valley Transit Corridor Project Information Meetings - November 2014". Accessed November 18, 2014. //http://media.metro.net/projects_studies/east_sfv/images/meetings_eastsfv_2014-1112.pdf

FIG. 4: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ALTERNATIVES



Legend

- LRT — *Proposed Light Rail Transit Route*
- TRAM — *Proposed Tram Route*
- BRT — *Proposed BRT Route*
- *Proposed LRT / Tram Station*
- *Proposed BRT Stop*
- *Railroad Crossing (vehicular)*
- *Railroad Crossing (pedestrian)*
- METROLINK — *Metrolink Station*

A tram, or modern streetcar.

A light rail train.

CALIFORNIA HIGH SPEED RAIL

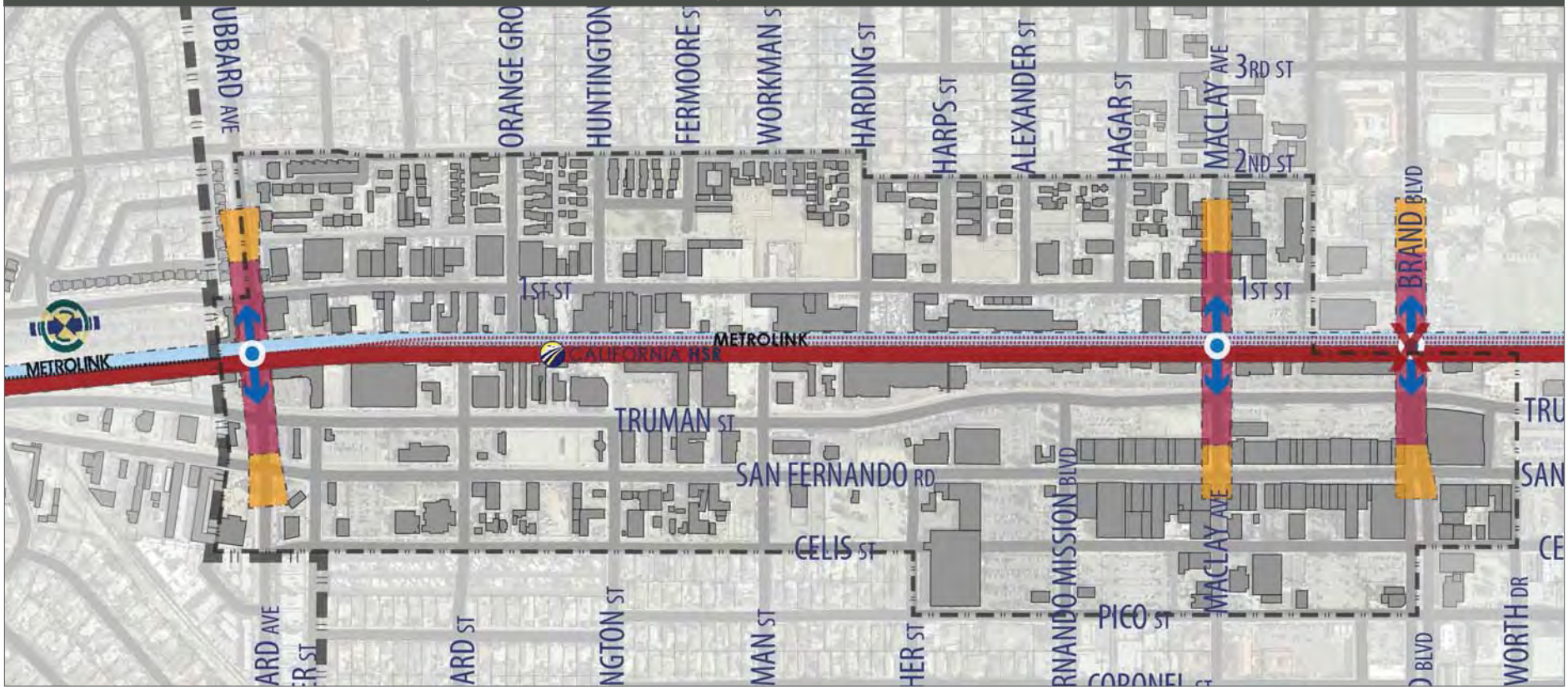
Under one proposed alternative currently being studied by the California High-Speed Rail Authority (CHSRA), the California High Speed Rail line from Los Angeles to San Francisco, that has now begun construction in the Central Valley, would pass through San Fernando using the existing railroad right-of-way, which it will continue to share with Metrolink and Union Pacific trains. The CHSRA anticipates the nearest station will be located in Burbank, at the Bob Hope Airport. An alternative alignment now being studied by CHSRA would bring high-speed rail from Palmdale directly to Burbank by tunneling through the San Gabriel Mountains, bypassing the City of San Fernando entirely. The 2014 Business Plan for High Speed Rail includes the segment from Burbank north to the Central Valley in the initial operating segment, which is scheduled to open by 2022.

For the alternative that would bring high-speed rail through the City of San Fernando along the Metrolink corridor, CHSRA is still studying the potential configuration of rail line as it passes through the City (see Figure 5). The Authority proposed that under this alternative, the that tracks would primarily run at-grade. At intersections, cross streets would be trenched or elevated to separate them from the rail tracks. The current design, shown in Figure 6, shows a sample cross-section which assumes a 110 foot right-of-way. A final EIR/EIS for this segment is scheduled to be finalized in 2015.

CITY'S POSITION ON HIGH SPEED RAIL

In a letter to the California High-Speed Rail Authority (CHSRA) dated August 27, 2014 (see Appendix A), the City expressed its official opposition to high-speed rail operating at-grade through San Fernando, indicating instead that the City would prefer that the line run in a tunnel. In a subsequent letter to the CHSRA dated August 29, 2014 (see Appendix B), the City requested that a range of potential environmental impacts be studied as part of the development of the proposed Environmental Impact Report and Environmental Impact Statement prepared for the Palmdale to Burbank Project Section. The letter also states that the "City would strongly encourage the consideration of an alternate route that completely foregoes use of the SR-14 alignment through the Palmdale to Burbank Project Section," potentially bypassing San Fernando altogether.

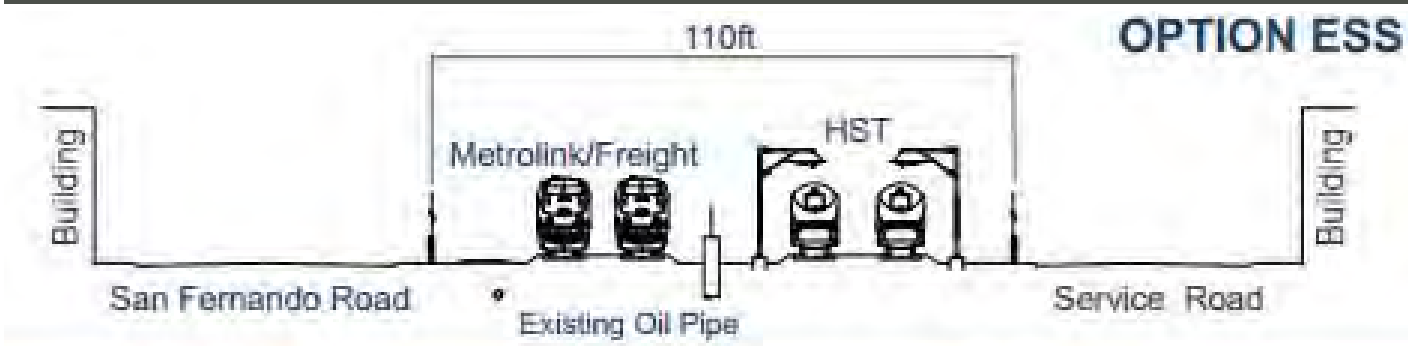
FIG. 5: POTENTIAL HIGH SPEED RAIL (AT GRADE ALTERNATIVES)



Legend

- *Proposed High Speed Rail R.O.W*
- *Proposed Metrolink R.O.W*
- *Potential HSR Under/Overcrossing*
- *Probable Rail Crossing Closure*
- *Required R.O.W for Undercrossing*
- *Required R.O.W for Overcrossing*
- *Metrolink Station*

FIG. 6: PROPOSED CONCEPTUAL CONFIGURATION OF HIGH SPEED RAIL TRACKS IN SAN FERNANDO



WALKING

Sidewalks are generally provided on most streets in the Planning Area, and are supplemented by the bicycle/pedestrian path along the Metrolink rail line. Figure 7 shows the five and 10 minute "walksheds" for the Metrolink station (i.e., the areas lying within a five and 10 minute walk of the station) and for the intersection of San Fernando Road and Maclay Avenue. Walking distances are measured along the street and bicycle/pedestrian path network, rather than as the crow flies, and assume pedestrians can travel, on average, a quarter-mile in five minutes. As can be seen in Figure 7, the railroad tracks create a major barrier to pedestrian connectivity.

BICYCLING

San Fernando's only bicycle facility is the San Fernando Road Bike Path, which runs adjacent to the railroad right-of-way, extending one block southeast of the Planning Area boundary to Wolfskill Street, and about two miles northwest of the Planning Area, to Roxford Street in Los Angeles (see Figure 8). Construction was recently completed on a 2.75-mile extension of the path from Wolfskill southeast to Branford Street in Los Angeles.[10] A third phase would eventually extend the path to West Hollywood. The existing path segment provides an important cross-town bike connection in San Fernando, though crossing major arterials such as Maclay Avenue poses a challenge, as cyclists must divert a significant distance to the nearest crosswalk to cross the street.

[10] Source: http://ladotbikeblog.wordpress.com/bike-path-projects-2/ . Accessed August 24, 2014.

FIG. 7: WALKING SHED FROM KEY LOCATIONS IN STUDY AREA (5 10 MIN.)

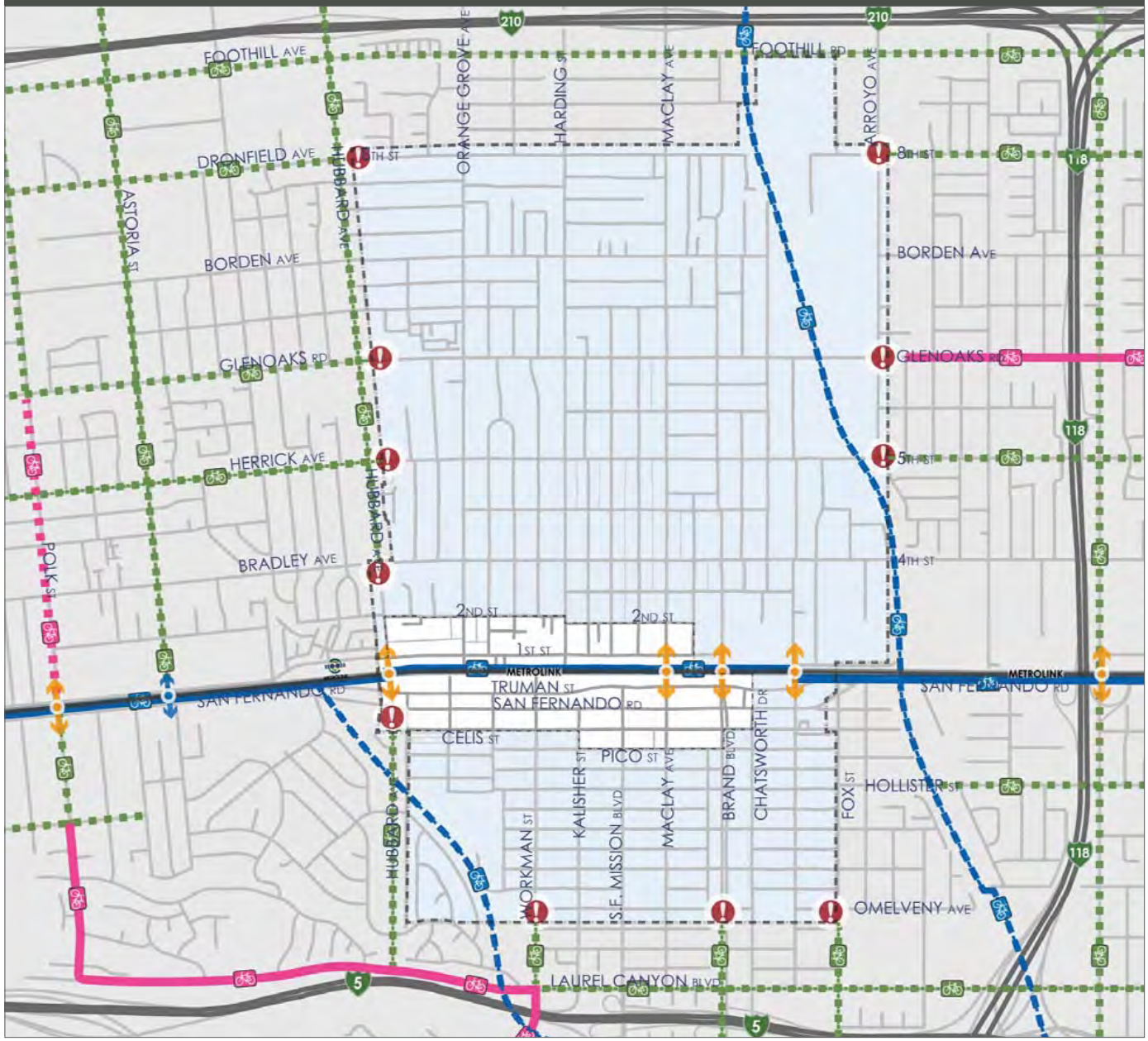
The City has also sought funding to construct a bike path along the entire length of the Pacoima Wash within the city, from San Fernando Road to Foothill Boulevard. The Pacoima Wash is located half a mile outside of the Planning Area, but a future bike path along the Pacoima Wash would provide an important connection to the Planning Area via the (currently under construction) Wolfskill-Branford Street extension of the San Fernando Road Bike Path.

No other bike facilities exist in the City at present. The City's 1993 Bikeway Master Plan and the County's 2011 Bikeway Master Plan do not identify any future expansions, other than extending the San Fernando Road Bike Path. Existing bicycle lanes on Brand Boulevard extend nearly to the City's southern boundary, but do not continue into San Fernando.

Legend

- *Existing/Planned Class I Bike Lane*
- *Existing/Planned Class II Bike Lane*
- *Existing/Planned Class III Bike Lane*
- *Railroad Crossing (Street)*
- *Railroad Crossing (Pedestrian)*
- *Bicycle Network Termination*

FIG. 8: EXISTING BICYCLE NETWORK



PARKING

EXISTING CONDITIONS

On-street parking is permitted along most street segments within the Planning Area (see Figure 9), although it is prohibited along Truman Street between Workman Street and Kittridge Street; along Hubbard Avenue; along San Fernando Mission Boulevard; along Maclay Avenue south of First Street; and along Brand Boulevard between San Fernando Road and First Street.

As shown in Table 2, there are approximately 1,262 on-street parking spaces within the Planning Area. The advantages of on-street parking include:

- It provides a buffer between moving vehicles and pedestrians walking on adjacent sidewalks
- On retail streets, it provides convenient parking for store and restaurant patrons
- On residential streets, it provides convenient parking for visitors
- It helps slow vehicular traffic speeds down.

Public off-street parking is provided at numerous lots in the Planning Area, providing approximately 1,213 parking spaces, as shown in Figure 9.

Overall parking occupancy is generally very low across the study area, though on-street parking reaches occupancies of 85% or greater on several blocks, according to a parking study conducted as part of the San Fernando Downtown Parking Lots project (discussed below). Many, though not all, of the on-street parking spaces in the study area are metered, with 2-hour time limits at most spaces. Meter rates are set at $0.75 per hour and $1.25 per hour for meters in the Civic Center, bounded by First Street, Maclay Avenue, Third Street, and Brand Boulevard. The maximum fee for 12 minute maximum time limit spaces is $0.50 and $1.25 for 30 minute maximum time limit spaces. Revenue from the parking meters in the San Fernando Mall area goes towards the City's Parking Maintenance

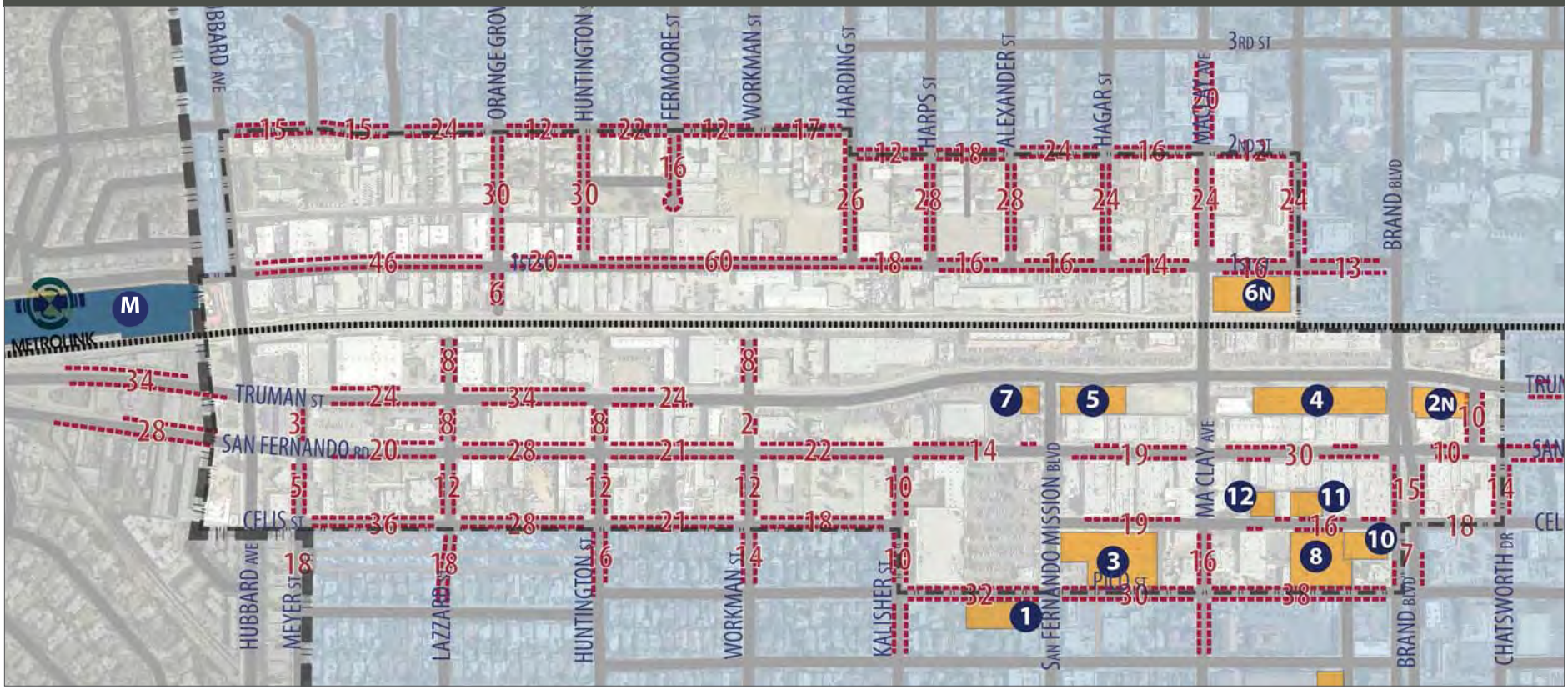
On-street angled parking on the San Fernando Mall.

One of the City's public parking lots. .

TABLE 2: ON STREET ESTIMATED PARKING SPACE INVENTORY

North of Railway	Spaces
West of Workman St	
1st St	96
2nd St	99
Hubbard Ave	0
Orange Grove Ave	36
Huntington St	30
Fermoore St	16
SUBTOTAL:	**277**
East of Workman St	
1st St	78
2nd St	100
Harding St	26
Harps St	28
Alexander St	28
Hagar St	24
Maclay Ave	24
Macneil Ave	24
SUBTOTAL:	**332**
South of Railway	
West of Workman St	
Truman St	82
San Fernando Rd	69
Celis St	106
Hubbard Ave	0
Meyer St	8
Lazzard St	28
Huntington St	20
Workman St	14
SUBTOTAL:	**327**
East of Workman St	
Truman St	0
San Fernando Rd	95
Celis St	53
Pico St	104
Kalisher St	20
San Fernando Mission Blvd	0
Maclay Ave	16
Brand Blvd	14
Kittridge St	10
Chatsworth Dr	14
SUBTOTAL:	**326**
TOTAL:	**1,262**

FIG. 9: ESTIMATED PARKING INVENTORY



Legend

- City Owned Lots
- Metrolink Owned Lot
- Privately Owned Lots
- On-Street Parking

City Owned		Spaces
2N	Truman St & Brand Blvd (east)	91
3	Celis St & SF Mission Blvd	145
4	Truman St & Brand Blvd (west)	121
5	Truman St & SF Mission Blvd (east)	59
6N	1st St & Maclay	90
7	Truman St & SF Mission Blvd (west)	20
8	Celis St & Brand Blvd	92
10	Brand Blvd	38
11	Celis St (mid-block #1)	25
12	Celis St (mid-block #2)	19
	TOTAL:	700

Metrolink Owned		Spaces
M	1st St & Hubbard Ave	360
	TOTAL:	360

and Operations Fund, while revenue from meters in the Civic Center area goes toward the City's General Fund. Of the 12 parking lots in San Fernando, only Lot 6N, located at the southeast corner of First Street and Maclay Avenue, has paid parking, with an hourly rate of $1.25 and an all-day rate of $12.50 (8 a.m. to 6 p.m.) and a monthly permit rate of $65.00.

PARKING STALL SIZE

Minimum parking stall dimensions for required parking spaces are as shown in Table 3.

CITYWIDE PARKING REQUIREMENTS

For areas not covered by the *Corridors Specific Plan*, the following parking requirements apply:

- Residential uses:
  - Zero to one-bedroom units: 1.5 spaces per unit
  - Two-bedroom units: 2 spaces per unit
  - Three-bedroom or more: 2.5 spaces per unit plus 0.5 spaces for each bedroom in excess of three
  - 0.2 guest parking spaces for each dwelling unit on a building site containing four or more dwelling units
  - Required off-street parking spaces shall be located not more than 200 feet from the building site and shall be conveniently accessible to the dwelling units served by the parking spaces

TABLE 3: PARKING STALL SIZE

Type	Dimensions (ft.)
Residential	9 x 19
Commercial and industrial	9 x 19
Physically handicapped	14 x 20
Compact	8 x 16
Parallel parking	9 x 24; 9 x 21 for compact
Nonresidential abutting a wall, fence, building, or other obstruction	10.5 x 19 for commercial; 11 x 19 for other nonresidential uses

TABLE 4: PARKING REQUIREMENTS IN THE CORRIDORS PLAN AREA

Requirements	Downtown District (City Center and San Fernando Mall Sub-Districts)	Truman/San Fernando District
Shared parking	Allowed	Not allowed
Use of adjacent on-street parking to satisfy parking requirement	Allowed	Allowed
Off-site parking	Allowed	Allowed
In-lieu fee	Allowed	Allowed
Stall requirements		
Office	Minimum: 1 space per 400 square feet Maximum: 1 space per 200 square feet	Minimum: 1 space per 400 square feet
Retail and restaurant/drinking establishment	Minimum: 1 space per 300 square feet Maximum: 1 space per 60 square feet	Minimum: 1 space per 600 square feet (retail uses) Minimum: 1 space per 200 square feet (retail sales and service commercial uses)
Mixed-use	Requirements may be reduced if achieved through shared parking	N/A
Residential	Minimum: 1 space per one-bedroom unit; 2 spaces per two-bedroom unit or larger; 1 additional guest space per 5 dwelling units	Minimum: 1 space per one-bedroom unit; 2 spaces per two-bedroom unit or larger; 1 additional guest space per 5 dwelling units

- Commercial uses:
  - Office, retail, and other services: 1 space per 300 square feet of gross floor area
  - Dining and drinking establishments: 1 space per 100 square feet of gross floor area, with a minimum of 10 spaces
  - Nightclubs and other entertainment spaces (including entertainment areas of restaurants): 1 space for each 5 fixed seats, with a minimum of 10 spaces

PARKING REQUIREMENTS IN THE CORRIDORS SPECIFIC PLAN AREA

For areas covered by the *Corridors Specific Plan*, the parking requirements shown in Table 4 apply.

SAN FERNANDO DOWNTOWN PARKING LOTS PROJECT AND EIR (2008)

This study, completed in 2008, would facilitate the possible redevelopment of six public parking lots to help revitalize the downtown area (see Figure 10). The planning process for this project identified several different scenarios, with varying levels of development. Under all scenarios, all displaced parking spaces would be replaced (475 spaces). The environmental review process determined that, once built, the projects would not have a significant impact on parking availability. The projects had a combined potential for 272 residential units and 62,000 square feet of retail and restaurant space. In addition to replacing existing parking, the projects would add 750-830 net new spaces.

FIG. 10: DOWNTOWN PARKING LOT PROJECT SITES

The original environmental review document assumed all construction would be completed by the end of 2013, but in practice, no projects have actually been built on the studied parking lots. One project was proposed by the Gangi Development Company for Public Parking Lot 3, located at Celis Street and San Fernando Mission Boulevard, with 100 affordable senior housing units and 10,000 square feet of retail space, supported by a joint public/private parking facility. As proposed, the project would require a variance of the City's parking requirements. No other projects were proposed for the remaining five parking lots.

SAN FERNANDO CORRIDORS SPECIFIC PLAN (2005)

OVERVIEW

The *San Fernando Corridors Specific Plan* (*Corridors Specific Plan*) was adopted in 2005, and is intended to implement policies and strategies that will "transform Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts." Truman Street, San Fernando Road and Maclay Avenue are the City's three primary arteries, and connect destinations within and beyond the City. The *Corridors Specific Plan* overlaps substantially with the TOD Overlay Zone study area. The *Corridors Specific Plan* places a high priority on pedestrian and traffic safety, with one of its policies stating that, "All future roadway and intersection improvements will consider pedestrian and traffic safety first and foremost," and "Modifications to the standards, regulations, and/or guidelines contained herein are permitted in those instances where safety is at issue."

The *Corridors Specific Plan* also sets forth urban design and circulation recommendations for the three arteries, and establishes development requirements for projects within the *Corridors Specific Plan* area. The *Corridors Specific Plan's* parking requirements are discussed above in the "Parking" section.

STREET DESIGN RECOMMENDATIONS

The *Corridors Specific Plan* makes the following recommendations for street design within the plan area:

- Implement "gateway" treatments at key intersections where arterials enter the City.
- Maclay Avenue: Designate as "Pedestrian Oriented Corridor" between Glenoaks Boulevard and San Fernando Road, reducing automobile travel lanes from four to three. This treatment has already been implemented between First Street and Fourth Street. South of First Street, Maclay Avenue returns to a four-lane road. On-street parking is currently provided, and will continue to be under the *Corridors Specific Plan* guidelines.
- Truman Street: No change to roadway width (four lanes), but provide for wider sidewalks between Brand Boulevard and San Fernando Mission Boulevard by requiring setbacks for any new development. Sidewalks would be a minimum of 10 feet on the south side, separated from the roadway by a minimum 8-foot-wide planting strip. On the north side, a minimum 8-foot-wide sidewalk and 6-foot-wide planting strip would be provided. No on-street parking is currently provided, and this would not change under the *Corridors Specific Plan*.
- San Fernando Road: The existing pedestrian-oriented "San Fernando Mall" segment of this street extends from Kittridge Street (just east of Brand Boulevard) to San Fernando Mission Boulevard. One travel lane is provided in each direction in this segment, and parking is provided on both sides of the street. Outside of the San Fernando Mall segment, the street currently has two lanes in each direction, and on-street parking. The plan calls for implementing a road diet west of San Fernando Mission Boulevard to the City limits, reducing the number of travel lanes in each direction to one, and allowing for angled on-street parking on one side, and parallel parking on the other side, similar to the existing configuration in the San Fernando Mall segment.

IV. OPPORTUNITIES AND CONSTRAINTS

In general, the City of San Fernando's goals for its downtown include economic prosperity, a thriving downtown commercial zone, development of mixed-use buildings approximately four stories in height in downtown, and successfully incorporating future changes in transit infrastructure into downtown. The following opportunities and constraints are suggested for consideration as the City pursues these goals.

OPPORTUNITIES

- **Planned and currently under construction transit improvements** (i.e., Metrolink, Metro bus rapid transit/light rail transit/tram service, and high-speed rail at nearby stations such as Burbank) will increase the desirability and viability of new developments in downtown, by making downtown easier to access and more desirable as a place to live, work and shop.
- **San Fernando Road and Truman Street currently merge, in an unusual high-speed merge design, at locations just west and just east of downtown San Fernando**, with the Western merge line just outside of city limits (inside the City of Los Angeles) and the Eastern merge located inside city limits, near the eastern boundary of the City. The design of these merges encourages high-speed travel, and does not adequately alert drivers that they are entering a slower-speed, pedestrian-oriented district. Gateway signage already exists, but further design changes to the roadway at this location could help to reduce vehicle speeds to speeds more appropriate to a pedestrian-friendly downtown, improve bicycle and pedestrian crossings, and create a more conducive framework for pedestrian-oriented development.
- **San Fernando Road and Truman Street may have excess lane capacity** that could be repurposed to provide better pedestrian and bicycle amenities. It also may be possible to add on-street parking on Truman Street, which would improve the viability of operating a business on the street.
- **Opportunities to reform existing parking regulations.** Current parking requirements in the Planning Area set minimum requirements, with no established maximum requirements. Minimum parking requirements, however, have emerged as one of the biggest obstacles to many cities' efforts to encourage new residential and commercial development in their revitalizing downtown areas. As UCLA Professor Donald Shoup puts it, "Parking requirements cause great harm: they subsidize cars, distort transportation choices, warp urban form, increase housing costs, burden low-income households, debase urban design, damage the economy, and degrade the environment . . . [O]ff-Street parking requirements also cost a lot of money, although this cost is hidden and higher prices for everything except parking itself." As a result, in recent decades, many cities have eliminated minimum parking requirements, particularly

within transit-oriented development areas, and instead now rely on more active management of curb parking to prevent spillover parking problems on nearby streets.

- **Opportunity to update parking space sizes.** Other southern California cities employ smaller parking space dimensions. For example, the minimum parking stall dimensions in Pasadena are 8.5 x 18 ft. for nonparallel spaces and 8 x 24 for parallel spaces. The City of Los Angeles minimum parking stall dimensions are 8.5 x 18 ft. for residential uses, and 8.4 x 18 ft. for all other uses. In addition, the current standards do not allow tandem parking spaces.

CONSTRAINTS

- **The City faces a major challenge in ensuring that the many proposed transit upgrades near the study area (high-speed rail, enhanced Metro service, and upgraded Metrolink service) do not adversely affect the livability of downtown.** While it is possible to overcome this challenge, it is essential that downtown streets are redesigned to both accommodate transit and enhance quality of life and economic vibrancy.
- **Few or no bicycle facilities currently exist.** Aside from the off-street paths along the railroad tracks and those proposed along the Pacoima Wash, no facilities are currently planned for bicycling.
- **The existing Antelope Valley line is primarily run on a single-track**, which can lead to delays for train movements in all directions. Fixing this bottleneck will be necessary to provide frequent, reliable, and fast transit service to the region.
- **The railroad tracks are a barrier to all modes of travel, especially those on foot and bike**. Very few crossing are currently provided, and this condition could be exacerbated by high-speed rail track construction.

V. DOCUMENT REFERENCED

Antelope Valley Line Infrastructure Improvement Strategy

California High Speed Rail 2014 Business Plan

California High Speed Rail Palmdale to Los Angeles Section Project EIR/EIS

City of San Fernando General Plan

County of Los Angeles Bikeways Master Plan (2011)

East San Fernando Valley Transit Corridor Alternatives Analysis Report (2012)

East San Fernando Valley Transit Corridor Study Draft EIS/EIR Fact Sheet (Summer/Fall 2014)

East San Fernando Valley Transit Corridor Study Project Website (September 2014)

San Fernando Corridors Specific Plan (2005)

San Fernando Downtown Parking Lots Project and EIR (2008)

COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Mayor Sylvia Ballin and Councilmembers

FROM: Brian Saeki, City Manager
By: Fred Ramirez, Community Development Director

DATE: July 21, 2014

SUBJECT: Consideration to Approve Letter from the City Council Opposing any Proposed Elevated or Surface Level Rail Line for the California High-Speed Rail Project Through the City of San Fernando

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RECOMMENDATION:

It is recommended that the City Council approve the attached letter (Attachment "A") opposing any proposed elevated or surface level rail line for the California High-Speed Rail Project through the City of San Fernando and direct staff to transmit said letter signed by all City Councilmembers to the California High Speed Rail Authority.

BACKGROUND:

1. On May 14, 2014, the California High-Speed Rail Authority (CHSRA) staff conducted a community workshop at the San Fernando Regional Aquatic Facility to present the proposed design of the California High-Speed Rail Project's Palmdale to Los Angeles Project Section and solicit public input from attendees (see Attachment "B": CHSRA staff presentation). As part of the presentation, CHSRA staff noted the proposed regional and local projects necessary to implement the high-speed rail plan including double tracking, grade separations, sound walls, etc. that would be needed to implement the project. In addition, CHSRA staff noted that the proposed rail line project from Palmdale to Los Angeles would include elevated, surface and tunnel sections of rail line. Of particular interest to the City was the proposed 1.6 mile section of high-speed rail line section through the City that was proposed to be constructed at surface level creating potential significant adverse impacts to the City's historic downtown and civic center areas.

2. On June 16, 2014, the Councilmember Lopez made a presentation to the City Council about the CHSRA staff's presentation at the May 14, 2014 community workshop and the proposed High-Speed Rail Project's potential adverse impacts to the City. Subsequent to discussion, the City Council directed City staff to work with the North East Valley Transit Corridor Project/High-Speed Rail Project Ad Hoc Committee (comprised of Mayor Pro

Tem Gonzales and Councilmember Lopez) to prepare a response from the City to the CHSRA Board and staff) regarding the City's assessment of the proposed high-speed rail line design and alignment and its associated impact to the City of San Fernando. The intent of the response is to provide the CSHRA Board and staff with City feedback at this juncture as State Board and staff move forward with considering alternative high-speed rail line designs/alignments as part of the environmental assessment process that includes review of potential significant adverse impacts to the environment and the community pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

3. On July 9, 2014, the City Manager and the Community Development Director met with the Ad Hoc Committee and discussed possible project impacts and associated next steps for City Council consideration at their July 21, 2014 meeting. The attached letter opposing the elevated and surface level high-speed rail line design through the City is a result of the Ad Hoc Committee and City staff's efforts.

ANALYSIS:

The Ad Hoc Committee and City staff are recommending that the City Council approve and sign the attached opposition letter (Attachment "A") notifying the CHSRA Board and staff of the City's opposition to an elevated or surface high-speed rail line through the City. Approving the opposition letter and transmittal of the letter to the CHSRA Board and staff at this time is intended to facilitate the consideration of a tunnel alternative as part of the CEQA and NEPA process. Approval of an Environmental Impact Report (the CEQA document) and Environmental Impact Statement (the NEPA document) is needed before the CHSRA Board can approve the final design of the California High-Speed Rail Project's Palmdale to Los Angeles Project Section.

CONCLUSION:

City Council approval of the attached opposition letter (Attachment "A") will ensure that the City's position on the current design of the high-speed rail line through the City of San Fernando is on record with the CHSRA Board and staff as they move forward with the consideration of project design alternatives and the associated environmental assessment that must be completed before a final project design is approved by the CHSRA Board for the Palmdale to Los Angeles Project Section.

BUDGET IMPACT:

City Council approval and signing of the attached opposition letter to the CHSRA Board and staff will not have an impact on the City's General Fund Budget.

Consideration to Approve Letter from the City Council Opposing any Proposed Elevated or Surface Level Rail Line for the California High-Speed Rail Project Through the City of San Fernando
Page 3

ATTACHMENTS:

A. Council Opposition Letter
B. May 14, 2014, CHSRA Staff Slide Presentation
(http://www.hsr.ca.gov/docs/events/May_June_2014_SoCal_PPT.pdf)

ATTACHMENT "A

THE CITY OF SAN FERNANDO

July 21, 2014

Dan Richard, Chairperson
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 800
Sacramento, CA 95814

Transmitted via Certified US Mail and Email (info@hsr.ca.gov)

Honorable Chairperson Richard:

This letter is to inform you that the San Fernando City Council has voted to oppose any proposed elevated or surface level rail line for the High-Speed Rail Project through the City of San Fernando. This decision was based on the potential adverse significant impacts to the City of San Fernando's historic downtown and civic center areas and the overall quality of life of our community.

The San Fernando City Council has come to this determination after hosting two community meetings regarding the proposed High-Speed Rail Project through the Southern California Region, and more specifically, the proposed surface level path of the high-speed train through San Fernando. The most recent meeting was held on May 14, 2014. At that meeting and subsequent to said meeting, the San Fernando City Council has heard concerns from local citizens that there is strong opposition to the option presented by CHSRA representatives. The proposed surface level high-speed rail line will require amongst other things, grade separations, sound walls, and double tracking through its 1.6 mile portion that runs through the City of San Fernando. The proposed rail line alignment at surface and an elevated rail design would effectively split the community in half and obliterate the City's historic downtown area and civic center area that are located on both sides of the proposed pathway of the High-Speed Rail Project.

As you are aware, the California High-Speed Rail Project was overwhelmingly approved by California voters in order to provide the State with the 220 miles-per-hour, high-speed rail as an alternative mode of transportation to vehicular and air travel under the premise that the project would improve access to good-paying jobs, cut pollution from smog-filled roadways, and reduce time wasted sitting in traffic while providing an alternative to high fuel prices. To this end, the San Fernando City Council, through its Northeast San Fernando Valley Transit Corridor Project Ad Hoc Committee, has taken a collaborative approach with the Los Angeles County Metropolitan Authority and the City of Los Angeles to develop tram, bus rapid transit, and light rail transit alternatives that will further expand public transportation opportunities to residents of the North East San Fernando Valley and the City of San Fernando, but doing so in a manner that seeks to mitigate impacts to local residents and business along the proposed transit route.

DAN RICHARD, CHAIRPERSON
California High-Speed Rail Authority (CHSRA)
Page 2 of 3

In a similar manner, the San Fernando City Council requests that the CHSRA consider a High-Speed Rail Project alternative that looks at installing the proposed high-speed rail lines in a tunnel similar to the rail line design being proposed near downtown Los Angeles and in the City of Santa Clarita. The San Fernando City Council, through its existing North East San Fernando Valley Transit Corridor Project Ad Hoc Committee, would be willing to have a continued discussion on a proposed tunnel design for the high-speed rail line through the City of San Fernando, including discussion about possible adaptive reuse/open space/greenway corridors alternatives that may be realized by installing the rail line underground. The San Fernando City Council supports the concept of a high-speed rail project to bring about greater mobility for all California residents and we would certainly like to continue to work with your agency through the process of open community dialogue to develop an appropriate high-speed rail alignment and design that mitigates the impacts to our community to the fullest extent possible before the CHSRA Board commits to one alignment/rail design.

However, at this time it is the San Fernando City Council's intent to inform the CHSRA Board and staff of its current opposition to the high-speed rail line being considered for construction as a surface or elevated rail line through the City of San Fernando. The San Fernando City Council feels that it should not be considered as a project alternative as part of the CEQA and NEPA review process due to its potential significant adverse impacts to the City of San Fernando's historic downtown and civic center areas and as a result to the potential adverse impact to the public health, safety, and general welfare of the City of San Fernando residents, business and property owners directly affected by the proposed High-Speed Rail Project.

Very Sincerely,

Sylvia Ballin
Mayor

Robert C. Gonzales
Mayor Pro Tem

Jesse H. Avila
Councilmember

Joel Fajardo
Councilmember

Antonio Lopez
Councilmember

cc: Honorable California High-Speed Rail Authority Board of Directors
Honorable Tony Cárdenas, Congressmember, 29th District
Honorable Alex Padilla, State Senator, 20th District
Honorable Raul Bocanegra, State Assemblymember, 39th District

DAN RICHARD, CHAIRPERSON
California High-Speed Rail Authority (CHSRA)
Page 3 of 3

Honorable Felipe Fuentes, Los Angeles City Councilmember, 7th District
Honorable Mitch Englander, Los Angeles City Councilmember, 12th District
Honorable James C. Ledford Jr., Mayor, and City Councilmembers, City of Palmdale
Honorable Mayor Laurene Weste and City Councilmembers, City of Santa Clarita
Honorable Mayor David Gordon and City Councilmembers, City of Burbank
Honorable Mayor Zareh Sinanyan and City Councilmember, City of Glendale
Honorable Chairperson Eric Garcetti and Board of Directors, Metro

CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section
Scoping Comment Card

NAME: BRIAN SAEKI, CITY MANAGER
DATE: AUGUST 29, 2014
MEETING LOCATION: SYLMAR LIBRARY (08/12/14)
AFFILIATION: CITY OF SAN FERNANDO
ADDRESS: 117 MACNEIL STREET
EMAIL: BSAEKI@SFCITY.ORG
PHONE: (818) 898-1202
CITY: SAN FERNANDO
STATE: CALIFORNIA
ZIP: 91340

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)
*NOTE: This does not substitute for formal request to receive legal notices.

- ○ STATEWIDE
- X PALMDALE TO BURBANK
- ○ BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

PLEASE SEE ATTACHED LETTER.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

PLEASE SEE ATTACHED LETTER.

ADDITIONAL COMMENTS:

PLEASE SEE ATTACHED LETTER.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov.
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

THE CITY OF SAN FERNANDO

August 29, 2014

Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Transmitted via US Mail and Email
(palmdale_burbank@hsr.ca.gov)

ATTENTION: PALMDALE TO BURBANK SECTION PROJECT LEVEL EIR/EIS

SUBJECT: California High-Speed Rail Authority, Palmdale to Burbank Section Project; City of San Fernando Scoping Comments

To Whom It May Concern:

The City of San Fernando City Council continues to be opposed to California High-Speed Rail Authorities proposed SR-14 high-speed rail alignment route for the Palmdale to Burbank Project Section that includes a surface high-speed rail line through the City of San Fernando. The SR-14 high-speed rail alignment will require amongst other things, grade separations, sound walls, and double tracking through its 1.6 mile portion that runs through the City of San Fernando. The proposed SR-14 rail line alignment at surface and an elevated rail design would effectively split the community in half and obliterate the City's historic downtown area and civic center area that are located on both sides of the proposed pathway of the High-Speed Rail Project. The City's Police Department, City Hall, Public Works Operations Facilities, the San Fernando Middle School Auditorium (potential local historical landmark), and the Cesar Chavez Monument are adjacent to or within 300 feet of the existing railroad right of way that is being considered as the future route of the proposed high-speed rail road.

City staff request that the following potential environmental impacts be considered as part of the development of the proposed Environmental Impact Report and Environmental Impact Statement prepared for the Palmdale to Burbank Project Section:

- Transportation: How will pedestrian and vehicular access be provided across Brand Boulevard, North Maclay Avenue, Hubbard Avenue, and Jessie Street that provide the only North-South access through the City of San Fernando? Pedestrians use these four streets as the paths of travel between the northern and southern portions of the City of San Fernando; with much of the pedestrian traffic occurring on North Maclay Avenue and Brand Boulevard as visitors, employees, and residents seek access to the civic center area along North Maclay Avenue and Brand Boulevard and students and parents walk and/or drive to San Fernando Middle School located just north of the existing rail line at 130 North Brand Boulevard. What mitigation measures will be used to separate vehicle and

ADMINISTRATION DEPARTMENT 117 MACNEIL STREET SAN FERNANDO, CA 91340 (818) 898-1202 WWW.SFCITY.ORG

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
Palmdale to Burbank Section Project; City of San Fernando Scoping Comments
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pedestrian traffic from high-speed rail traffic and rail lines? What impact will result from possible grade separations or similar design features for needed public safety access to properties on both sides of the new high-speed rail line? What impact will occur to City of San Fernando Police Department emergency response times due to the proposed SR-14 high-speed rail line alignment and associated grade separations on Maclay Avenue, Brand Boulevard, Hubbard Avenue, and Jessie Street? What impact will occur to neighboring residential streets due to the required modifications to streets adjacent to those through streets that will have to have grade separation from the proposed route including such streets as First Street, Truman Street, and potentially Second Street and San Fernando Road? What will be the impact to the City's Public Works Department yard facility located at the southeastern terminus of First Street, which currently has access to the southern portion of the City along Jessie Street?

- Noise and Vibration: Currently, the Metrolink Rail Commuter Lines and Southern Pacific Railroad lines cause substantial noise and vibration with commuter rail lines operating at 60+ miles per hour with higher frequencies in the morning and evening travel times; Southern Pacific rail cars travel at slower speeds but the length of trains create noise from horns and wheels travelling on metal rails. What would be the noise and vibration impacts of the surface level high-speed rail line potentially travelling at up to four times the speed of current Metro commuter rails to neighboring commercial, industrial, civic residential, industrial, and institutional uses including a sensitive receptor site like the San Fernando Middle School location? What types of mitigation measures would be implemented to dissipate noise such as sound walls, depressed rail lines, underground rail lines, et cetera?

- Public Utilities and Energy: What impact will the proposed SR-14 high-speed rail line alignment with surface track through the City of San Fernando have to the existing sewer, water, and high pressure gas lines that are currently located underground with one or more of said utilities located on such streets as Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street.

- Safety and Security: What safety and security impacts will result for pedestrian, vehicles, and emergency service providers due to the proposed SR-14 high-speed rail line and associated surface level high-speed rail line through the City of San Fernando?

- Socioeconomics and Communities: What socioeconomics and community impacts will occur to the City of San Fernando as it relates to: the physical divide created by a high-speed rail line infrastructure project that passes through a predominantly Latino working class community with no rail line access; disruption of the physical makeup of the community; adverse economic impacts to the community by increasing the physical separation of the downtown area and neighboring civic uses from the neighboring commercial, industrial, institutional and residential land uses that exist on both sides of the

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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existing railroad right of way and proposed future SR-14 high-speed rail alignment; social equity issues attributed to the undergrounding of rail line segments and placement of stations in more affluent communities such as Santa Clarita, Burbank, and Los Angeles?

- Environmental Justice: What impacts will occur to existing bike/pedestrian pathways now developed adjacent to the existing railroad right of way/future SR-14 high-speed rail alignment? What impact will occur to the proposed Pacoima Wash Greenway Corridor Project being developed within the City of San Fernando and similar greenway corridors along the Pacoima Wash in the neighboring communities of Sylmar and Pacoima in the City of Los Angeles?

- Seismic: What seismic impacts are attributed to the proposed surface level high-speed rail line through the City of San Fernando? What mitigation measures will be implemented to deal with a high-speed rail line derailment during a seismic event through the City of San Fernando, which could effectively eliminate through pedestrian, vehicular, and emergency vehicle access along Hubbard Avenue, Maclay Avenue, Brand Boulevard and/or Jessie Street?

- Cultural Resources: What impacts to cultural resources such as the San Fernando Middle School and Auditorium (potential local historic resources) and the Cesar Chavez Monument, a nationally recognized monument to former civil rights leader Cesar Chavez?

- Aesthetic and Visual Quality: What aesthetic and visual quality impacts will occur from possible grade separation of streets, new sound walls and/or fencing securing the high-speed rail line right of way, and from new lighting and rail line track equipment that may need to be located adjacent to the rail tracks?

- Parks, Recreation and Open Space: What impacts to the community will result from the potential elimination and/or altering of greenway corridors, bike/pedestrian pathways and public access to said recreational and open spaces? The City of San Fernando has continued to promote healthy lifestyles through the expansion of new pedestrian and bicycle pathways such as the one existing adjacent to the existing railroad right of way/future high-speed rail line. What impact will this project have to public access to already limited park, recreation, and open space areas within the community?

- Station Planning, Land Use, and Development: Is the proposed SR-14 high-speed rail line alignment consistent with the City of San Fernando General Plan Land Use, Circulation, Housing, Conservation, Open Space, Safety, Noise, and Historic Preservation Elements goals, objectives, and policies? What impacts does SR-14 high-speed rail alignment with surface track through the City of San Fernando have on project-adjacent land uses as allowed under the City's zoning regulations, San Fernando Corridors Specific Plan and proposed Transit

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Oriented Development Overlay Zone that includes residential (i.e., multifamily) land uses in close proximity to the proposed high speed rail line?

Furthermore, the City would strongly encourage the consideration of an alternate route that completely foregoes use of the SR-14 alignment through the Palmdale to Burbank Project Section. Instead, City of San Fernando staff is suggesting that the CHSRA Board and staff conduct a detailed environmental assessment and economic analysis to determine the feasibility and environmental impacts attributed to the use of one or more high-speed rail alignments through the "Alternate Corridor-New Study Area" as noted in the CHSRA's scoping meeting presentation provided at the scoping meetings held during the month of August 2014.

Respectfully Submitted By:

Brian Saeki
City Manager

SAN FERNANDO CORRIDORS SPECIFIC PLAN
CO UNI Y ASSE S ASSESS EN

JANUARY 27, 2015

THE CITY OF SAN FERNANDO

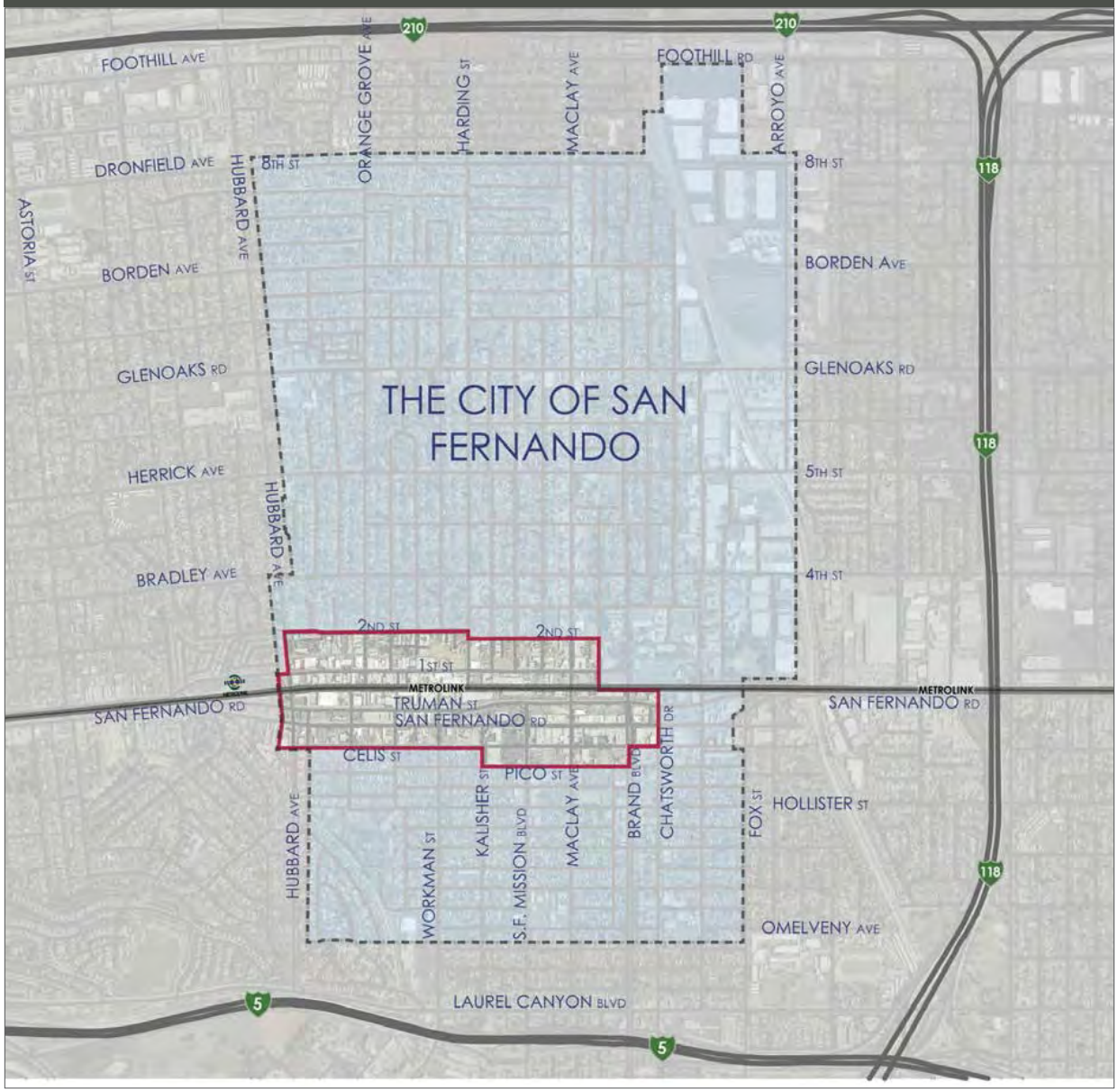
Metro

SARGENT TOWN PLANNING

Gibson Meridian MRO NELSON raimi+ associates

The T.O.D. Overlay Zone Planning Area is bounded by Celis Street and Pico Street to the south, Hubbard Avenue to the west, Second Street to the north, and Chatsworth Drive to the east (see Figure 1). The Planning Area is split in two by the Los Angeles County Metropolitan Transportation Authority (known as LACMTA or Metro) railroad right-of-way with at-grade crossings at Hubbard Avenue, Maclay Avenue, and Brand Boulevard.

FIG. 1: PLANNING AREA



Legend

- City Of San Fernando
- Planning Area Boundary
- Metrolink Station

II. COMMUNITY ASSETS

There are a whole variety of community assets within and near the Planning Area, including schools, parks, places of worship, historic resources, transit, and Downtown San Fernando (see Figure 2).

PARKS

Layne Park is the only park within the Planing Area. Located between Huntington Street and Fermoore Street north of the railroad tracks, it provides a playground, a half-court basketball court, picnic tables, and an informal turf area. In addition, there are a number of parks located within walking distance of the Planning Area:

- Rudy Ortega Park, located at Hubbard Avenue and Fourth Street, consists of walking trails that wind through open spaces landscaped with drought tolerant plants and trees. Focal points include a simulated Tataviam tribe village, a Japanese tea house, a Mission style plaza, a small amphitheatre, and the restoration of a historic water tower.
- Las Palmas Park, located at Huntington Street and Hollister Street, provides four baseball fields, a playground, six outdoor basketball courts, an indoor gymnasium, multi-purpose rooms, an outdoor fitness area, and picnic areas with public barbecues.
- Recreation Park, located at First Street and Park Avenue, provides an indoor gymnasium, a softball field, a playground, and outdoor basketball court, two outdoor fitness areas, and picnic areas with public barbecues.
- The San Fernando Regional Pool Facility, operated by the County of Los Angeles, is a state of the art pool facility built in 2008. The 3-acre venue facility is open to the public and offers year around programming.
- Cesar E. Chavez Memorial, located on the corner of Truman Street and Wolfskill Street, honors the legacy of civil rights leader Cesar E. Chavez. The park consists of four separate art pieces, a mural, and a fountain placed in a park setting.

SCHOOLS

There is one charter school (PUC Inspire Charter), located at the corner of Celis Street and Huntington Street. Also, there is one private school (St. Ferdinand's School) and one public school (San Fernando Middle School) within walking distance of the Planning Area.

TRANSIT

The Planning Area is well served by an extensive transit network, including: Metrolink service between Lancaster and Union Station; Metro Local and Rapid Line bus service along Truman Street, San Fernando Mission Boulevard, and Brand Boulevard; LADOT Commuter Express service to LAX/El Segundo; and the San Fernando Trolley, which provides daytime service throughout the City of San Fernando. In addition, the San Fernando Road Bike Trail runs adjacent to the railroad right-of-way.

View of Layne Park.

View of the San Fernando Regional Pool Facility

View of a San Fernando Trolley in front of City Hall.

FIG. 2: COMMUNITY ASSETS

LEGEND

- Existing Schools
- Existing Parks/Open Space
- Planned Open Space/Greenways
- Class I Bike Trail
- Metrolink Station

1. Layne Park
2. Las Palmas Park
3. Rudy Ortega Park
4. Recreational Park
5. San Fernando Regional Pool Facility
6. Ceasar E. Chavez Memorial
7. Poverllo of Assisi Retreat
8. Northeast Valley Health Corporation
9. PUV Inspire Charter School
10. Valley Care San Fernando Clinic
11. San Fernando Courthouse
12. San Fernando City Hall
13. San Fernando Mall
14. "Downtown" San Fernando
15. Lopez Adobe
16. St Ferdinand School
17. San Fernando Middle School

PLACES OF WORSHIP

The only place of worship within the Planning Area is the Lighthouse Christian Center, located on the corner of First and Alexander Streets. Within a quarter mile walking distance are no less than six churches: St. Ferdinand's Catholic Church, Living Hope Community Church, First Baptist Church, Calvary United Pentecostal Church, Church of the Nazarene, and Park Chapel African Methodist Episcopal Church.

HISTORIC RESOURCES

The City contains a number of historic resources. A 2002 study found that one property, the Lopez Adobe, is on the National Register of Historic Places, seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the 2005 Historic Preservation Element.

DOWNTOWN

Downtown's commercial, restaurant, and services offerings along Maclay Avenue and San Fernando Road provide an important destination right in the Planning Area.

CIVIC CENTER AND CITY-OWNED LOTS

A total of 18 parcels (nine acres in size) are owned by the City and other government entities within the Planning Area. These are mostly public surface parking lots, available for tourists and shoppers looking to park and walk through the downtown retail district. They are strategically located behind private commercial properties, allowing users to park in close proximity to businesses. However, the opportunity exists for redeveloping these surface lots with structured parking and/or other higher intensity development, should the City wish to take advantage of its assets.

The Civic Center consisting of City Hall and the Council Chambers, the Police Department, and the San Fernando Courthouse are located north of the railroad tracks between the railroad right-of-way and Second Street. In addition, the City owns Layne Park, a public park located amongst the residential properties on Huntington Street. As of the writing of this report, the City was in the process of selling two former city-owned fire stations including one that is located within the Planning Area on First Street.

View of St. Ferdinand's Church.

View of Lopez Adobe.

View of a City-owned parking lot.

STRENGTHS / OPPORTUNITIES

- The presence of one park within the Planning Area and multiple parks within a quarter mile walking distance in almost all directions of the Planning Area mean that there is no need for a large park within the Planning Area. Small informal pocket parks, paseos, and plazas – even ones as small as Library Plaza (along Maclay Avenue just south of Third Street) are assets to the Planning Area.
- Existing and proposed transit within the Planning Area makes the Planning Area well connected to the region. Making access to transit more appealing – especially the route to the Metrolink Station via Hubbard Avenue – providing comfortable places to wait for transit and ample bicycle parking, should make transit more appealing to ride.
- Building on San Fernando's history could be an important tool for developing a new transit-oriented district – some of the most beautiful communities integrate new development alongside historic buildings.
- The City-owned parking lots provide opportune locations for introducing infill development. Indeed, the City has already studied this strategy in the *Downtown Parking Lots EIR* that examined the impacts of introducing development on six of the City's parking lots.
- Some of the City-owned parking lots – particularly parking lots #3, #8, and #10 – could also be used for future park-once garages, especially if the other parking lots are infilled with development. Under all scenarios studied by the *Downtown Parking Lots EIR*, all displaced parking spaces were replaced on site. A future park-once garage would provide a location for accommodating these displaced parking spaces. Developers of parking lot sites could pay a parking in lieu fee to cover the cost of building a garage structure at an alternate site within walking distance. Accordingly, consideration should be given to allowing park-once garages on these parcels in the T.O.D. Overlay Zone Planning Area.

Multi-Unit Housing Analysis and Market Update

Prepared for:

The City of San Fernando

Prepared by:
Metropolitan Research and Economics

5/4/16

Appendix G

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ntroduction

The purpose of this memorandum report to the City of San Fernando is to establish economic information on issues related to the revision of the San Fernando Corridors Specific Plan. The proposed revisions would amend and update the City's existing Specific Plan by expanding the boundaries from the existing plan in order to promote the development of a walkable, mixed-use, multi-modal environment that accommodates housing, retail, office, and light industrial uses. The proposed Specific Plan amendment keeps the same residential unit count of 587 units within the boundaries of the adopted 2005 Specific Plan. In addition to the existing capacity, the proposed plan amendment would create additional residential development potential by including a Workplace Flex District (60 units) and residential development opportunities within in the General Neighborhood District (112 units) as part of the amendment. This would produce a total development potential of 759 residential units within the Specific Plan area. Excluding the 112 units in the General Neighborhood District that already allowed in the underlying R-3 (Multiple Family Zone), the Specific Plan Amendment represents a net increase of 60 units over the existing Specific Plan capacities.

The proposed changes in allocations of development capacities are illustrated on the table below:

Proposed Specific Plan Amendment e elopment Potential

istrict/Sub- istrict	Residential units	Retail sf	ffice sf
Downtown District City Center Sub-District	-	-	-
Mixed-Use Overlay (within City Center Sub-District)	277	124,740	54,404
Mixed-Use Corridor Sub-District	160	-15,733	27,973
Auto Commercial Sub-District	-	-	89,056
Maclay District	150	10,083	10,083
Workplace Flex District	60	-16,841	110,333
General Neighborhood District	112	-5,942	-5,942
T TA	5	6	5

Source: City of San Fernando

As part of its analysis of the proposed plan amendment the City of San Fernando has requested information on the following issues:

> *Multi-unit Housing*-- This section of the report will establish rental rates and recent trends in the market for apartments in San Fernando and surrounding communities. This information will be compared to occupational wage data for the Los Angeles County labor force in order to determine the relationship between occupational earnings and the ability to obtain housing within the specific plan area.
>
> *Market Conditions Update*—MR+E was asked to provide updated information on the real-estate market in the San Fernando Valley. The information in this section of the report represents an update to MR+E's November 2014 existing conditions report. (Attached as an appendix to this report)

Multi-unit Housing Analysis

Market Rents

In general the Los Angeles area is facing a severe shortage of rental housing. Data released by The Census Bureau in January of 2016 showed the rental vacancy rate for metropolitan Los Angeles was 2.7% in the last quarter of 2015, compared to 3.8% for the first three months of the year. This rate is part of a steady decline in apartment availability in the Los Angeles area in recent years. By way of comparison, in 2010, the vacancy rate was approximately 6% Not only is the supply of housing severely constrained, costs, especially relative to incomes, are among the highest in the nation. According to a recent study by the Harvard University Joint Center for Housing Studies, found that renters in Los Angeles County pay 48% of their total income on rent. Generally federal guidelines recommend a target ratio of no more that 30% of income to rent, including utilities, with anything above 50% as being unsustainable.

In the context of low vacancies and high rents, housing costs for rental units in the City of San Fernando and surrounding communities in Los Angeles are substantial and have been increasing over the last sevral years. Figure 1 shows a comparison of median rents on a per square foot basis for the City of San Fernando, the City of Los Angeles and Los Angeles County from November 2010 to January of 2016. Over that time median rents have increased significantly from a low of $1.51 / sq. ft. to the current rate of $1.77 / sq. ft. which represents a 17% increase over the time period. Rental rates in San Fernando have generally appreciated at a similar rate to the County has a whole and rents in the city have been consistently close to County-wide medians. Rental rates in the City of Los Angeles have been higher than either the City of San Fernando or the County over this period with rental rates ranging from a low of $1.58 / sq. ft. to a high of $1.94 / sq. ft. for a 22% increase over 2010 levels.

Table 1 shows the results of a survey conducted for this report of property currently for rent in buildings with three or more units in San Fernando and surrounding communities. This data shows that the area is currently characterized by low vacancy rates and constrained inventories.

The survey identified 20 properties with units for rent in San Fernando and in surrounding communities. Rents ranged from a high of $3,010 per month for a 1,460 sq. ft. unit in Granada Hills to a low of $900 for a 500 sq. ft. unit in Sun Valley. The observed median rental rate in the market was $1.92 per sq. ft.

Rents for the properties located in San Fernando ranged from between $1.90 and $1.62 per sq. ft. this is in line with the City wide estimate of $1.77 per sq. ft. in the data provided by Trulia in the previous figure.

Median rents for units in the surveyed properties was $1,585, implying an average annual rent of $19,020. Using the federal guidelines of a target of 30% of income to rent and a maximum sustainable ratio of 50% this would imply an income of between $63,400 and $38,040 per year would be required to rent the median unit currently on the market in the San Fernando area. The table below translates the implied incomes for the median, average, high and low rents found in the survey of available units.

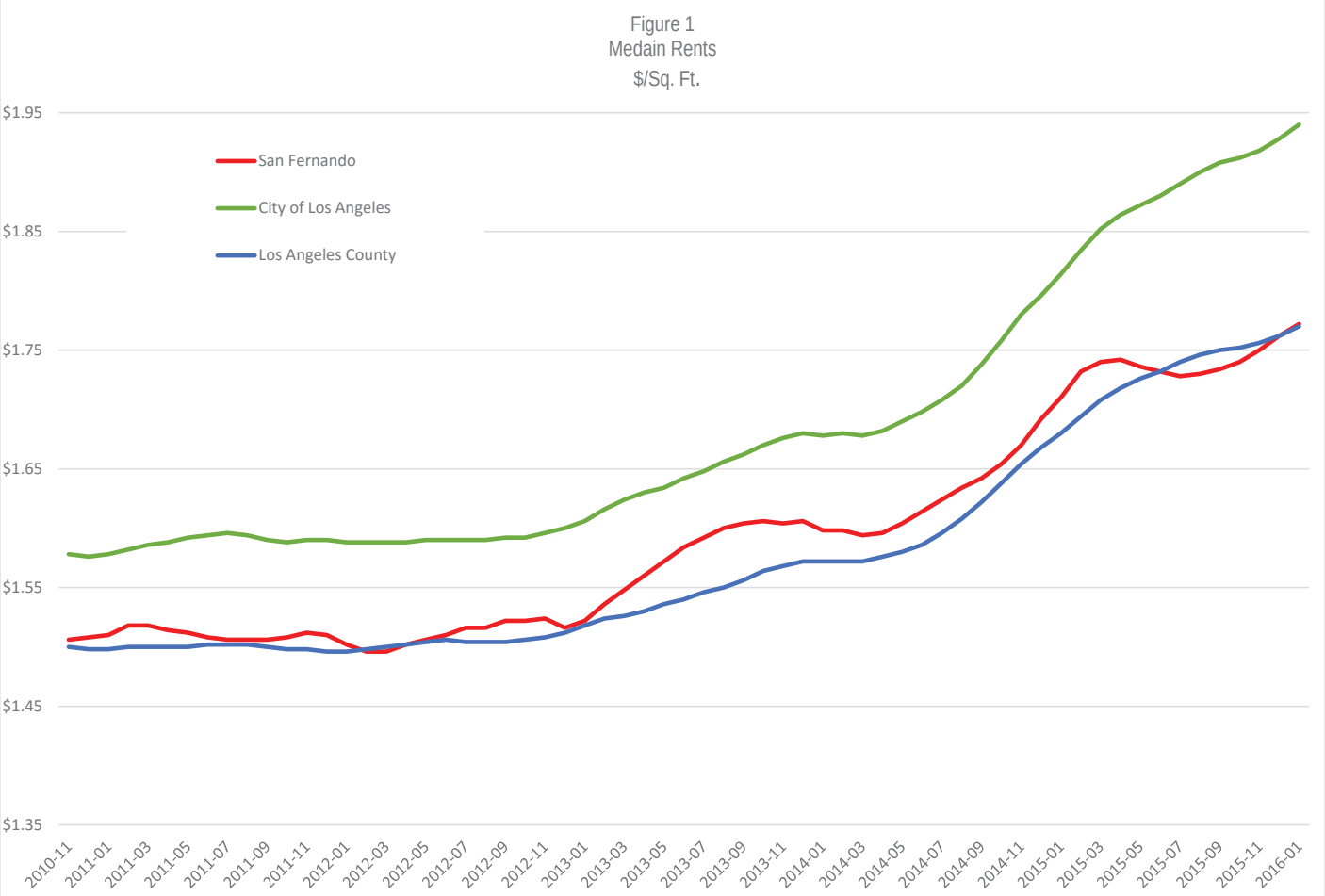
ncome to Rent Re uirements

	Annual Rent	Typical Income	Minimum Income
Average	$18,900	$63,000	$37,800
Median	$19,020	$63,400	$38,040
High	$36,120	$120,400	$72,240
Low	$11,940	$39,800	$23,880

These income requirements can be compared to the household income limits for Los Angeles County based on household size as provided by the State of California's Department of Housing and Community Development.

os Angeles County ncome Thresholds 15

Household Size	Extremely Low	Very Low Income	Low Income	Median Income	Moderate Income
1	17,950	29,900	47,850	45,350	54,450
2	20,500	34,200	54,650	51,850	62,200
3	23,050	38,450	61,500	58,300	70,000
4	25,600	42,700	68,300	64,800	77,750
5	28,410	46,150	73,800	70,000	83,950
6	32,570	49,550	79,250	75,150	90,200
7	36,730	52,950	84,700	80,350	96,400
8	40,890	56,400	90,200	85,550	102,650



Source: Tulia and MR+E

Table 1
Rent Survey
March 2016

Adress	City	Zip Code	Beds	Bath	Rent	Size	$ / SF
650 Glenoaks Blvd	San Fernando	91340	1 Bed	1 Bath	$1,095	675 Sq Ft	$1.62
1231 Mott St	San Fernando	91340	2 Beds	1 Bath	$1,550	900 Sq. Ft	$1.72
1023 Hewitt	San Fernando	91340	3 Beds	1 Bath	$1,850	975 Sq. Ft	$1.90
10870 Laurel Canyon Blvd	San Fernando	91340	2 Beds	1 Bath	$1,175	675 Sq Ft	$1.74
12227 Osborne Pl	Pacoima	91331	2 Beds	2 Baths	$1,595	605 Sq Ft	$2.64
12301 Osborne Pl	Pacoima	91331	2 Beds	2 Baths	$1,450	870 Sq Ft	$1.67
14040 Foothill Blvd	Sylmar	91342	2 Beds	2 Baths	$1,575	875 Sq Ft	$1.80
13140 Dronfield Ave	Sylmar	91342	2 Beds	2 Baths	$1,565	840 Sq Ft	$1.86
11777 Foothill Blvd	Lake View Terrace	91342	1 Bed	1 Bath	$1,420	652 Sq Ft	$2.27
16613 Foothill Blvd	Sylmar	91342	1 Bed	1 Bath	$1,535	615 Sq Ft	$2.50
16613 Foothill Blvd	Sylmar	91342	2 Beds	2 Baths	$1,875	901 Sq Ft	$2.08
11611 Blucher Ave	Granada Hills	91344	2 Beds	2 Baths	$2,045	900 Sq Ft	$2.27
11612 Blucher Ave	Granada Hills	91344	2 Beds	1 Bath	$2,145	900 Sq Ft	$2.38
11613 Blucher Ave	Granada Hills	91344	2 Beds	2 Baths	$2,340	900 Sq Ft	$2.60
11541 Blucher Ave	Granada Hills	91344	2 Beds	2½ Baths	$3,010	1,460 Sq Ft	$2.06
9933 Woodman Ave	Mission Hills	91345	2 Beds	2 Baths	$1,565	850 Sq Ft	$1.84
12100 Sheldon St	Sun Valley	91352	4 Beds	2 Baths	$2,300	1,200 Sq Ft	$1.92
12100 Sheldon St	Sun Valley	91352	4 Beds	2 Baths	$2,300	1,200 Sq Ft	$1.92
10825 Nettleton St	Sun Valley	91352	Studio	1 Bath	$995	500 Sq Ft	$1.99
8700-8714 Glenoaks Blvd	Sun Valley	91352	2 Beds	2½ Baths	$2,150	1,207 Sq Ft	$1.78
Average					$1,575	857 Sq Ft	$2.03
Median					$1,585	887 Sq Ft	$1.92
High					$3,010	1,460 Sq Ft	$2.64
Low					$995	500 Sq Ft	$1.62

Source: MRE and Tulia

Occupations

The incomes associated with the rental rates for units currently available in the San Fernando area market would be obtainable by a household earning the current Los Angeles County median household income of $63,000 based on a 30% rent to income ratio. The median market rent for units would require incomes from a minimum of $38,040 to $63,400. This implies that market rate housing would be obtainablly priced for households with median county incomes and could be occupied by households with a minimum income of $38,400, however those households would be considered to be experiencing extreme housing cost stress.

Table 2 shows earnings by major occupational group for all Los Angeles County workers. The highlighted categories, which include teachers, and protective service workers, are occupational categories that would be able to afford market rate units in San Fernando.

Table 3 provides a listing of detailed occupational categories for all Los Angeles County occupations with more than 2,000 workers with earnings that would be between the 30% and 50% rent to income ratios that would be consistent with incomes needed to be able to rent market rate units in the area.

The City of San Fernando also provided wage information based on its employment classification system. This provides the annual incomes associated with public employment by the City itself. In line with the county-wide occupational data, market rate housing in the City of San Fernando would be affordable to city employees in the classifications listed below.

Comparison of Entry e el Salaries	Salary nly - Step
Office Specialist	$45,996
Police Officer	$67,608
Secretary	$50,232
Public Works Maintenance Worker	$43,596

Source: City of San Fernando

Table 2
Annual Wages by Occupation
Los Angeles County

Occupational Title	May 2014 Employment Estimates	Mean Hourly Wage	Mean Annual Wage	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
Management Occupations	229,690	$60.54	$125,935	$34.93	$52.67	$76.62
Business and Financial Operations Occupations	227,730	$38.04	$79,130	$25.40	$34.58	$45.84
Community and Social Services Occupations	*66,610*	*$25.29*	*$52,605*	*$16.07*	*$22.55*	*$31.67*
Legal Occupations	39,150	$64.41	$133,966	$31.54	$52.68	$89.40
Education, Training, and Library Occupations	*232,110*	*$29.01*	*$60,341*	*$17.18*	*$27.11*	*$37.98*
Arts, Design, Entertainment, Sports, and Media Occupations	145,010	$39.85	$82,892	$19.39	$30.36	$48.01
Healthcare Practitioners and Technical Occupations	204,500	$44.32	$92,190	$25.79	$39.77	$54.36
Healthcare Support Occupations	96,480	$16.19	$33,670	$11.77	$14.87	$18.99
Protective Service Occupations	*109,300*	*$24.90*	*$51,808*	*$11.39*	*$17.88*	*$38.15*
Food Preparation and Serving-Related Occupations	372,050	$11.28	$23,462	$8.95	$9.60	$11.97
Personal Care and Service Occupations	107,670	$13.39	$27,835	$9.30	$11.11	$14.46
Sales and Related Occupations	*423,720*	*$20.52*	*$42,678*	*$9.86*	*$14.04*	*$23.53*
Office and Administrative Support Occupations	*717,640*	*$18.73*	*$38,969*	*$12.76*	*$17.21*	*$23.00*
Farming, Fishing, and Forestry Occupations	2,740	$13.45	$27,969	$9.21	$10.94	$14.97
Construction and Extraction Occupations	*100,140*	*$26.40*	*$54,915*	*$16.79*	*$25.03*	*$34.87*
Installation, Maintenance, and Repair Occupations	*119,890*	*$24.26*	*$50,451*	*$15.92*	*$22.47*	*$31.39*
Production Occupations	263,650	$16.07	$33,415	$9.80	$13.20	$18.93
Transportation and Material Moving Occupations	*290,510*	*$16.99*	*$35,330*	*$9.92*	*$13.54*	*$20.55*
Total all occupations	4,056,490	$25.97	$54,013	$11.64	$18.67	$32.79

Source: California EDD

Table 3
Selcted Occupational Wages
Los Angeles County

S C Code	ccupational Title	May 14 Employment Estimates	Mean Annual age
13-1151	Training and Development Specialists	5,250	$63,616
25-2012	Kindergarten Teachers, Except Special Education	4,020	$63,556
41-3021	Insurance Sales Agents	10,120	$63,477
17-3023	Electrical and Electronics Engineering Technicians	3,690	$63,282
53-1031	First-Line Supervisors of Transportation and Material-Moving Mach	6,230	$63,177
49-9041	Industrial Machinery Mechanics	5,700	$62,164
49-9052	Telecommunications Line Installers and Repairers	3,080	$61,515
17-3011	Architectural and Civil Drafters	3,090	$61,213
47-2111	Electricians	10,830	$60,519
25-1194	Vocational Education Teachers, Postsecondary	3,190	$60,362
43-1011	First-Line Supervisors of Office and Administrative Support Workers	50,240	$59,570
43-6011	Executive Secretaries and Executive Administrative Assistants	27,090	$59,448
27-1024	Graphic Designers	9,600	$58,303
33-3012	Correctional Officers and Jailers	3,650	$58,153
51-1011	First-Line Supervisors of Production and Operating Workers	16,070	$58,087
47-2081	Drywall and Ceiling Tile Installers	3,410	$58,046
43-6012	Legal Secretaries	10,250	$57,296
49-2022	Telecommunications Equipment Installers and Repairers	7,170	$57,144
15-1151	Computer User Support Specialists	15,490	$56,154
13-1022	Wholesale and Retail Buyers, Except Farm Products	5,730	$55,636
43-5052	Postal Service Mail Carriers	8,780	$55,094
47-2031	Carpenters	12,810	$54,976
29-2055	Surgical Technologists	2,900	$54,420
27-4011	Audio and Video Equipment Technicians	6,550	$53,984
25-3097	Teachers and Instructors, All Other, Except Substitute Teachers	12,970	$53,385
47-2051	Cement Masons and Concrete Finishers	2,750	$53,182
49-9021	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	5,100	$53,017
49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	5,670	$52,733
27-2022	Coaches and Scouts	5,060	$52,706
27-3099	Media and Communication Workers, All Other	9,190	$52,483
21-1021	Child, Family, and School Social Workers	10,430	$52,361
53-7199	Material Moving Workers, All Other	2,600	$51,292
21-1014	Mental Health Counselors	2,760	$50,820
11-9051	Food Service Managers	9,400	$50,759
29-2061	Licensed Practical and Licensed Vocational Nurses	20,780	$50,648
43-5053	Postal Service Mail Sorters, Processors, and Processing Operators	4,740	$50,132
39-9031	Fitness Trainers and Aerobics Instructors	6,760	$50,009
53-1021	First-Line Supervisors of Helpers, Laborers, and Material Movers,	6,540	$49,553
21-1099	Community and Social Service Specialists, All Other	2,830	$49,046
43-5011	Cargo and Freight Agents	6,990	$48,802
43-5061	Production, Planning, and Expediting Clerks	13,620	$48,620
33-1099	First-Line Supervisors of Protective Service Workers, All Other	2,770	$48,201
13-2082	Tax Preparers	2,750	$47,839
29-2099	Health Technologists and Technicians, All Other	3,590	$47,373

S C Code	ccupational Title	May 14 Employment Estimates	Mean Hourly age	Mean Annual age
29-2012	Medical and Clinical Laboratory Technicians	5,250	$22.13	$46,044
47-2141	Painters, Construction and Maintenance	5,920	$22.12	$46,007
53-7081	Refuse and Recyclable Material Collectors	3,880	$22.10	$45,974
29-2071	Medical Records and Health Information Technicians	4,970	$21.99	$45,740
49-2011	Computer, Automated Teller, and Office Machine Repairers	2,970	$21.96	$45,675
53-2031	Flight Attendants	5,650	(2)	$45,608
53-7051	Industrial Truck and Tractor Operators	16,030	$21.87	$45,486
43-3051	Payroll and Timekeeping Clerks	6,060	$21.87	$45,484
39-1021	First-Line Supervisors of Personal Service Workers	3,580	$21.86	$45,452
49-2098	Security and Fire Alarm Systems Installers	2,610	$21.72	$45,178
35-1011	Chefs and Head Cooks	3,850	$21.59	$44,900
41-1011	First-Line Supervisors of Retail Sales Workers	31,250	$21.57	$44,868
43-4061	Eligibility Interviewers, Government Programs	7,590	$21.45	$44,621
43-4131	Loan Interviewers and Clerks	4,470	$21.44	$44,601
49-9071	Maintenance and Repair Workers, General	28,510	$21.21	$44,133
37-1011	First-Line Supervisors of Housekeeping and Janitorial Workers	3,840	$21.18	$44,062
43-4031	Court, Municipal, and License Clerks	2,910	$21.17	$44,043
43-4161	Human Resources Assistants, Except Payroll and Timekeeping	4,070	$20.91	$43,495
47-2061	Construction Laborers	18,030	$20.57	$42,785
43-3031	Bookkeeping, Accounting, and Auditing Clerks	50,680	$20.49	$42,612
53-3032	Heavy and Tractor-Trailer Truck Drivers	29,430	$20.39	$42,416
43-4199	Information and Record Clerks, All Other	4,550	$20.39	$42,409
25-3098	Substitute Teachers	15,540	$20.31	$42,232
43-9041	Insurance Claims and Policy Processing Clerks	9,400	$20.00	$41,607
43-9022	Word Processors and Typists	10,880	$19.74	$41,049
43-3011	Bill and Account Collectors	13,640	$19.57	$40,694
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	15,170	$19.52	$40,611
53-3021	Bus Drivers, Transit and Intercity	8,750	$19.37	$40,271
33-9093	Transportation Security Screeners	2,560	$19.34	$40,240
49-3021	Automotive Body and Related Repairers	3,610	$19.29	$40,128
25-3021	Self-Enrichment Education Teachers	6,660	$19.28	$40,082
51-4121	Welders, Cutters, Solderers, and Brazers	6,230	$19.22	$39,980
41-9099	Sales and Related Workers, All Other	3,750	$19.20	$39,933
31-9099	Healthcare Support Workers, All Other	2,930	$19.05	$39,617
43-5032	Dispatchers, Except Police, Fire, and Ambulance	6,630	$19.03	$39,588
49-3023	Automotive Service Technicians and Mechanics	14,820	$18.85	$39,205
43-6014	Secretaries and Administrative Assistants, Except Legal, Medical,	58,300	$18.76	$39,030
33-9099	Protective Service Workers, All Other	4,040	$18.69	$38,871
31-9091	Dental Assistants	11,380	$18.67	$38,830
43-4051	Customer Service Representatives	59,200	$18.61	$38,705
43-4181	Reservation and Transportation Ticket Agents and Travel Clerks	6,110	$18.52	$38,533
51-4011	Computer-Controlled Machine Tool Operators, Metal and Plastic	3,630	$18.47	$38,423
29-2052	Pharmacy Technicians	8,120	$18.35	$38,166
51-4041	Machinists	9,240	$18.28	$38,026

Source: California EDD

Market Conditions Update

This section of the report provides a summary update of on the conditions of the real estate market by product class, for San Fernando and surrounding regional markets. This information serves as an update of a previous market analysis prepared by MR+E in November of 2104 as part of the San Fernando Corridors Specific Plan amendment process.

Residential

As of January 2016, the median sales price for a single family home located in Zip Code 91340, which covers the City of San Fernando, was reported at $407,000. This compares to a median price of $505,000 for Los Angeles County and $446,000 for the State of California as a whole. The trends of median sales prices for these three areas is displayed on Figure 2. Median prices in the San Fernando Zip Code peaked in April 2006 at $511,000. This was just before the recession of 2007 and financial crisis of 2008, which effected prices in the area dramatically. Median sales prices fell to a low of $282,000 in February of 2012 but have increased in line with the County and State since that time. From September of 2005 until November of 2008 San Fernando area median sales prices were higher than the statewide median. Since that time, the process in the local area have been considerably lower than the statewide median housing prices but have moved in tandem with trends in the State and County markets.

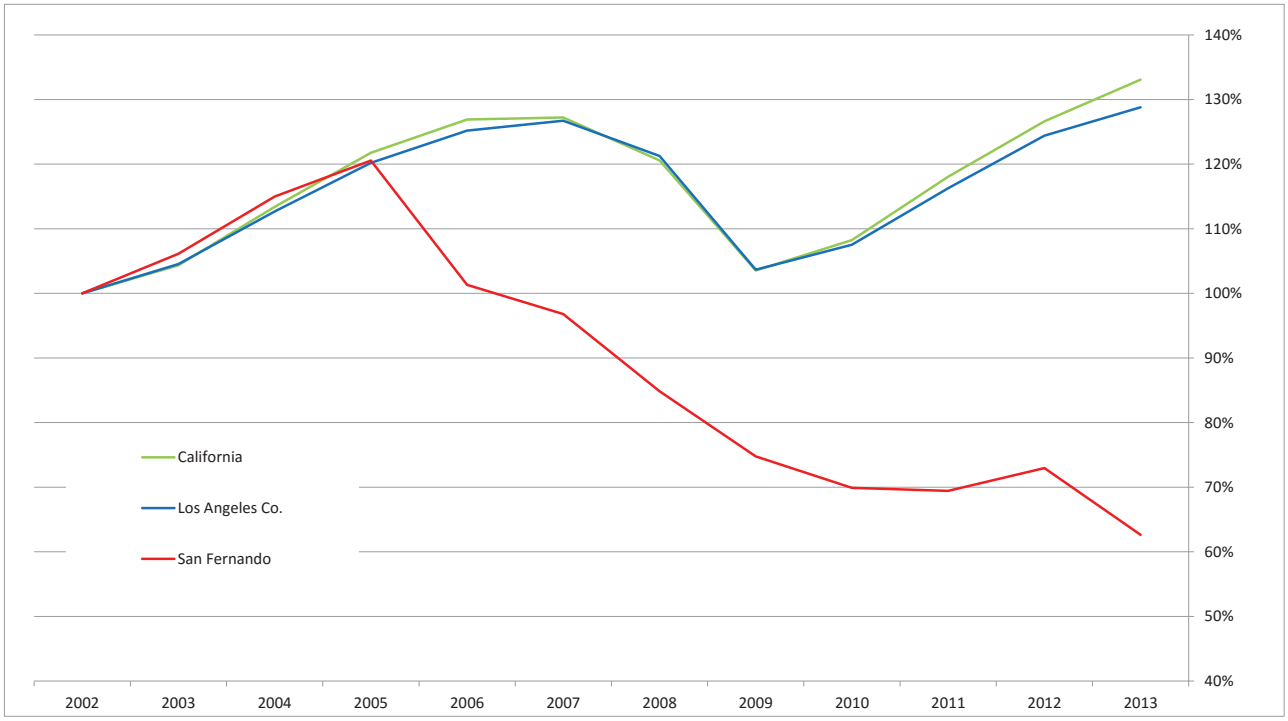
Information on multi-unit housing had been provided in the previous sections but in general the patterns observed in the single family market are reflected in rental trends that have been experienced in the region.

Retail

Table 4 shows retail sales tax receipts for San Fernando, Los Angeles County and the State of California. 2005 began a period of sharp decline in the retail sales and sales tax receipts in the City of San Fernando. This steady erosion of the city's retail base has continued through 2013, the most recent year for which full year annual data is available. San Fernando's declining relative share of retail sales is taking place in the context of a regional market that is over-built in available retail space. Table 5 provides data on retail vacancies and rental rates from 2012 through the last quarter of 2015 for the San Fernando Valley as a whole. At present the market has over 2 million sq. ft. of vacant retail space representing 5.20% of the market.

Table 4
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2013	586,839,618	140,079,708	253,015	0.2%
2012	558,387,250	135,295,582	294,683	0.2%
2011	520,568,055	126,440,737	280,443	0.2%
2010	477,347,986	116,942,334	282,436	0.2%
2009	456,492,945	112,744,727	302,000	0.3%
2008	531,653,540	131,881,744	342,737	0.3%
2007	561,050,149	137,820,418	390,972	0.3%
2006	559,652,437	136,162,552	409,364	0.3%
2005	536,904,428	130,722,373	486,998	0.4%
2004	500,076,783	122,533,104	464,571	0.4%
2003	460,096,468	113,685,422	428,662	0.3%
2002	440,950,094	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

Table 5
Retail Market Conditions
San Fernando Valley Market

	Existing Inventory				Net	Deliveries		Under Construction		Annual
	Bldgs	Total RBA	Vacant SF	Vacant %	Absorption	Buildings	RBA	Buildings	RBA	Rate
2015 4q	4,558	50,169,157	2,611,029	5.20%	-296,627	1	10,200	4	19,749	$24.38
2015 3q	4,557	50,158,957	2,304,202	4.60%	620,197	2	543,844	4	23,949	$24.64
2015 2q	4,555	49,615,113	2,380,555	4.80%	44,492	0	0	6	567,793	$24.46
2015 1q	4,556	49,617,513	2,427,447	4.90%	-448	2	9,850	5	561,793	$23.41
2014 4q	4,555	49,616,174	2,425,660	4.90%	55,996	1	7,000	4	553,694	$23.36
2014 3q	4,555	49,615,985	2,481,467	5.00%	171,905	2	6,213	5	560,694	$22.93
2014 2q	4,554	49,614,272	2,651,659	5.30%	-132,739	1	4,116	6	31,763	$22.18
2014 1q	4,553	49,610,156	2,514,804	5.10%	63,824	3	22,478	4	17,329	$21.94
2013 4q	4,553	49,602,354	2,570,826	5.20%	-21,990	0	0	7	39,807	$21.69
2013 3q	4,553	49,602,354	2,548,836	5.10%	292,855	1	7,810	6	35,691	$22.22
2013 2q	4,552	49,594,544	2,833,881	5.70%	85,266	0	0	7	43,501	$21.90
2013 1q	4,552	49,594,544	2,919,147	5.90%	-133,090	4	93,466	7	43,501	$21.94
2012 4q	4,549	49,502,812	2,694,325	5.40%	-88,383	2	17,330	8	114,489	$21.95
2012 3q	4,547	49,485,482	2,588,612	5.20%	-67,643	2	23,737	9	127,969	$22.07
2012 2q	4,545	49,461,745	2,497,232	5.00%	-76,631	3	59,311	10	135,440	$21.42
2012 1q	4,542	49,402,434	2,361,290	4.80%	-3,125	3	22,016	10	129,241	$21.59

Source: CoStar and MRE

Office

Office space in the San Fernando Valley has typically been concentrated in the major employment centers, with smaller opportunities along commercial corridors and in historic cores such as San Fernando's downtown. Demand for office space has typically lagged behind other regions in the metro Los Angeles Market.

Vacancy

The total vacancy rate, including sublet space decreased to 15.4%, down from 15.6% reported in the third quarter 2015. Note that the vacancy rate in the fourth quarter of 2014 was 15.7%. Total vacancy rates were highest in the West Ventura County at 23.6%. The submarket with the lowest vacancy in fourth quarter was Central San Fernando Valley at 9.7%.

Net Absorption

Net absorption was positive at 74,400 sq. ft. in fourth quarter. The positive absorption was largely due to small expansions and new space move-ins in West San Fernando Valley (121,300 sq. ft.) and Central San Fernando Valley (82,200 sq. ft.). The following submarkets recorded negative net absorption: West Ventura County (-67,000 sq. ft.), Conejo Valley (-50,300) and East San Fernando Valley, which includes the City of San Fernando (-14,000 sq. ft.).

The significant tenants that moved into their space during fourth quarter were as follows: Viking River Cruises moved into 32,700 sq. ft. at 21301 Burbank Blvd in Woodland Hills and Essex moved into 20,100 SF at 21860 Burbank Blvd located also in Woodland Hills.

Table 6 summarizes market conditions for office space in the greater San Fernando Valley market

Industrial

The industrial market in the San Fernando area is mostly a mature built out environment with development opportunities limited to infill sites and adaptive reuse.

Vacancy

Vacancy rate in the market has remained unchanged over the last of 2015 quarter at 2.4%, however the market has tightened from the 3.3% reported in the final quarter of 2014. The vacancy rate has steadily declined over the last nine quarters and is at its lowest point ever recorded. In terms of submarkets, the Central San Fernando Valley recorded the lowest vacancy rate (0.5%) in the region. The total availability rate decreased to 4.2%, the lowest availability rate experienced in over two years.

Table 6
Office Market
Q4 2015

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SA FER A A E	29	2,554,550	12.20%	0.00%	12.20%	11.60%	14,700	123,600	-14,000	77,300	0	$2.46
WEST VENTURA COUNTY	57	3,072,782	23.40%	0.20%	23.60%	21.50%	31,600	148,500	-67,000	-69,100	0	$1.92
SANTA CLARITA VALLEY	31	2,071,953	14.80%	0.30%	15.10%	15.20%	30,500	75,000	2,200	-5,500	0	$2.29
CONEJO VALLEY	104	6,514,188	15.30%	0.40%	15.70%	14.90%	79,700	491,700	-50,300	35,900	120,933	$2.23
WEST SAN FERNANDO VALLEY	139	14,840,973	15.00%	0.80%	15.90%	16.70%	216,600	959,600	121,300	140,600	0	$2.19
CENTRAL SAN FERNANDO VALLEY	61	4,522,644	8.70%	1.00%	9.70%	11.50%	108,200	421,600	82,200	-19,700	0	$2.23
SAN FERNANDO VALLEY SUBTOTAL	229	21,918,167	13.40%	0.80%	14.20%	15.00%	339,500	1,504,800	189,500	198,200	0	$2.22
VENTURA COUNTY SUBTOTAL	161	9,586,970	17.90%	0.30%	18.20%	17.00%	111,300	640,200	-117,300	-33,200	120,933	$2.10
TOTAL	421	33,577,090	14.80%	0.60%	15.40%	15.60%	481,300	2,220,000	74,400	159,500	120,933	$2.19

Source Colliers

et absorption

In the final quarter of 2015, the market recorded positive absorption of 146,000 sq. ft. This was the 9th consecutive quarter of positive industrial demand. Positive net absorption will be harder to maintain in the future as the vacancy rate is low and construction opportunities remain limited.

Table 7 summarizes the market conditions for industrial real estate in the San Fernando market.

Summary and Conclusions

A review of the current market conditions suggest that the segments of the strongest demand San Fernando are for residential development followed by industrial uses with softer demand for the retail and office segments . The demand for housing is consistent with regionwide deficit in new housing construction in relation to population growth and household formation. Residential prices for both single-family detached and multi-unit housing have been accelerating. This is true for both for sale product and rental units. Demand for industrial space is similarly driven by a constrained inventory generally within the Los Angeles basin and more acutely within the San Fernando Valley. Industrial demand is largely being driven by smaller scale users who are able to take advantage of infill and adaptive reuse and redevelopment opportunities. The entire retail sector is facing oversupply due to the lingering effects of the 2007 recession and 2008 housing crisis. These effects have been compounded by shifts in consumer patterns towards the Internet as well as land-use policies that have tended to encourage development of retail development locations in Southern California. The supply of retail space is expected to drag on the market for the foreseeable future and foreclose opportunities for general retail absorption . Specialized projects and destination retail can be anticipated to drive a large component of absorption moving forward. Demand for office space is tied to employment growth particularly in sectors that use office space. However there has been an increasing rise in efficiency of the employment per square foot office space as many users moved to open floor plans, shared workspaces and related strategies to reduce the overall demand for office space per employee. Oversupply in the regional market is anticipated to slow absorption of the existing product with build to suit office projects driving any new construction.

In light of these market conditions, the TOD corridors specific plan area is likely to see developer interest in residential development, both rental and for-sale, as the primary driver of new investment with small-scale industrial , infill industrial and live workspace providing additional sources of demand for real estate within the plan area .

Table 7
Industrial Market
Q4 2015

Market	Bldgs.	Total inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SA FER A A E	1,620	50,724,200	28,600	1.70%	1.80%	3.50%	55,400	3	259,400	10	314,800	2,391,100	42,800	909,200	$0.71
WEST VENTURA COUNTY	1,146	42,008,000	0	2.90%	3.70%	4.60%	315,300	6	531,300	10	846,600	1,682,700	344,600	287,700	$0.56
SIMI VALLEY/MOORPARK	302	11,104,200	0	7.80%	5.10%	10.00%	92,700	2	137,500	7	230,200	771,500	-348,000	-478,800	$0.58
SANTA CLARITA VALLEY	429	18,575,700	0	2.70%	2.40%	6.20%	0	0	107,300	6	107,300	1,267,100	-56,400	221,800	$0.61
CONEJO VALLEY	241	7,412,000	0	0.80%	2.80%	2.00%	0	0	62,400	2	62,400	482,800	142,000	219,700	$0.75
WEST SAN FERNANDO VALLEY	790	25,761,200	0	2.10%	1.90%	3.00%	136,800	5	168,200	8	305,000	1,478,800	36,300	295,100	$0.73
CENTRAL SAN FERNANDO VALLEY	430	13,819,000	0	0.50%	0.40%	1.80%	0	0	19,600	1	19,600	460,700	-15,300	120,800	$0.89
SAN FERNANDO VALLEY SUBTOTAL	3,287	109,453,500	0	1.80%	1.70%	3.70%	192,100	8	554,500	25	746,600	5,620,600	7,300	1,465,400	$0.69
VENTURA COUNTY SUBTOTAL	1,670	59,950,800	0	3.60%	3.90%	5.30%	408,000	8	731,200	19	1,139,200	2,825,000	138,600	117,600	$0.58

Source: Colliers

Appendi A

MR+E

Memo

From: David Bergman, MR+E

RE: Task 4--Economic Existing Conditions Report

Date 9/3/14

Introduction

This report represents an examination of the existing conditions in the economy of the San Fernando TOD project plan area. The plan area, which covers portions of the main commercial corridors in the Western half of the city of San Fernando, is represented in this report by data from Census tract 3202. This tract covers the Western half of the city of San Fernando West of San Fernando Rd and, contains all of the project plan area as well as the adjoining residential neighborhoods to the North and South of San Fernando Mission Boulevard up to the city's boundaries in both directions. Data is presented in comparison with information available for the city of San Fernando as a whole and for Los Angeles County where appropriate. This section of the existing conditions report was prepared to provide context about the conditions in the local economy and attributes of the plan area population. Information is provided for the following topic areas:

- Population
- Households
- Dwelling units
- Employment and income
- Taxable sales
- Development and real estate market conditions

Population

The project area is located in the city of San Fernando. With an estimated population of 24,222 persons, San Fernando is the 60th largest city in Los Angeles County and represents 0.3% of the total County's population. Table 1 shows San Fernando's population relative to other incorporated cities in Los Angeles County. As a mature and built out community, San Fernando has experienced only moderate population growth since 2000. Over the past 13 years the city is estimated by the California Department of finance to have added just over 500 residents representing a growth rate of around 2%. This compares to a population growth over 5% for Los Angeles County

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and 12% for the state of California as a whole. Table 2 presents annual population estimates produced by the California Department of Finance. In terms of age distribution, the median age within both the plan area and the city of San Fernando as a whole are significantly younger than the Los Angeles County median. The plan area and city had a median ages of 31.2 and 30.7 years of age respectively compared to the median age of 34.8 for Los Angeles County. Table 3 shows the distribution of population by age plan area the city in Los Angeles County. The cohort with the largest variance are 15 through 19 year olds, although the entire school-age population is represented in greater percentage terms in the plan area in comparison to the County.

Distribution of race and ethnicity is shown on table 4. Notably the plan area population is almost entirely Hispanic representing 96.3% the total population no other category exceeds 2% within the plan area. This shows a high concentration of an Hispanic population even in the context of the city of San Fernando in which 21,800 persons report Hispanic ethnicity out of the total population of 23,600 persons. By comparison , in Los Angeles County 47.75% of the total population reports Hispanic ethnicity. This represents 4.6 million persons on a total population of 9.8 million.

In terms of nativity just over half of the plan area's population is native born with most of the native born population originating in California. Of the 2,637 persons who report being born abroad 1,125 them are naturalized US citizens. This proportion occurs at approximately the same rate as the County as a whole. Almost all of the foreign-born population reports its origins in one of the countries of Latin America. In terms of language just over 55% of the plan area's population reports that they speak English only. The only other language spoken at home within the plan area population is Spanish with only 41 individuals reporting that they speak English less than very well. These statistics are presented on table 5.

Households

Table 6 presents data on the structure of households in the plan area. Just over 80% of the 1,790 households located in the plan area are family households., this is a significantly larger percentage than the County total of just over 67%. However it is roughly equivalent to the city of San Fernando's ratio. Average family size is reported at 4.18 persons which is larger than the County average of 3.58. Likewise average household size at 3.67 persons is 30% larger than the County average of 2.89 persons. 61.74% of the family households report having children under 18 years of age which is a larger percentage than is reported for Los Angeles County.

Dwelling units

The city of San Fernando has historically been seen as a location of attainably priced housing. Data for the median sales price for single-family homes comparing zip code 91 340, which is roughly coterminous boundaries of the city of San Fernando, with median prices for Los Angeles County and the state of California presented on figure 1. As of June 2014 the reported median price of single-family home in the San Fernando zip code was reported at $335,000 this compares to a median price of $479,000 for Los Angeles County and $363,000 for California. During the housing expansion that was experienced in the later half of the 2000s the city of San Fernando market area experienced higher prices than the median for California as a whole however by September 2008, with the onset of the financial crisis, housing values in San Fernando reverted to their long-term situation as being price lower than the state median. Like all of California, housing prices were strongly affected by the national recession which began in 2007 and were further affected by the financial crisis of 2008. As housing prices stabilized from late 2009 onward prices in the San Fernando market area have begun to slowly increase beginning in late 2012 housing values in San Fernando began to increase a rate roughly portion to the state and County as a whole. Table 7 presents annual median price for single-family homes from 2000 to 2013 for California Los Angeles County and the San Fernando zip code.

Focusing more specifically on the plan area, the ACS reports and 2012 there were 1,900 housing units of which 1,317 were single unit detached housing structures. This represented just under 70% of the total units in the community. In terms of large multifamily development the ACS reports only 22 projects with 20 or more units representing 1.16% of the total housing stock within the plan area. This is significantly less than the countywide rate of 18.31%. In terms of overcrowding, approximately 16% of dwelling stock reports having more than one occupant per room. This is a rate somewhat higher than that reported for the County total. Table 8 provides detailed on these attributes of the community's housing stock.

In terms of housing tenure, 46.73% of dwelling units in the plan area are owner occupied this compares to 51.96% for the city of San Fernando as a whole and is slightly higher than the rate for the whole of Los Angeles County which is reported at 44.84%. Vacant housing units are comprised of us entirely of units available for rent and those that are for sale and currently unoccupied. Table 9 provides information on housing tenure.

As San Fernando is a mature and built out community most development opportunities occur in the context of redevelopment and infill projects . As result, the housing stock is considerably older in both the city of San Fernando and in the plan area as a whole especially when compared to Los Angeles County of the 1,900 dwelling units in the plan area 20.63% were built prior to 1939 this compares to 15.16% for Los Angeles County. In more recent years

less than 1% of the plan areas housing stock was built after 2010 and approximately 6% of the total number of dwelling units built in the plan area were constructed after 2000. Table 10 provides data on the age of housing stock within the San Fernando plan area.

Employment and income

Table 11 shows employment by major economic activity for jobs located within the city of San Fernando. For 2011 the economic census reported 7,633 jobs were located within the city of San Fernando which represented a 0.21% the total employment base Los Angeles County. Examining a distribution of the employment positions I sector shows a strong representation of manufacturing, which accounts for 22.38% of the jobs located in the city of San Fernando, and health care and related activities which account for 1,095 jobs were 14.34% of the total jobs located in the city. Comparison to the County sectors such as construction manufacturing wholesale trade information and educational services are strongly represented in percentage terms in comparison to the counties total employment positions.

Table 12 provides comparable information for city of San Fernando residents. This shows the distribution of jobs by economic sector held by city of San Fernando residents. Manufacturing retail sales and health care and related activities are the largest categories of employment for community residents. In terms of representation relative to the distribution of employment in Los Angeles County manufacturing and construction are more prevalent among the city's workforce that is reported for the County as a whole.

The median household income in the plan area was reported at $44,210 for 2012 this is lower than both the city wide and County median household incomes of approximately $48,000 and $56,000 respectively. The distribution of household incomes is shown on table 13. Within the plan area there are more low and moderate income households in comparison to the County however the middle income categories are well represented in fact the largest single category of households reported median incomes of between $50,000 and $75,000.

Taxable sales

Prior to the 2007 recession taxable sales in the city of San Fernando had already begun to experience erosion. By the time the recession and subsequent financial crisis hit, the volume of retail sales in the city had contracted significantly. Will there were declines experienced in both the County and the state, retail sales in San Fernando remained weak, with only a modest recovery beginning in 2012. Total retail sales in 2012, last year for which

complete annual data is available, were just over $294 million. This compares to $403 million that was recorded for 2012. Table 14 shows trends over the last decade for retail sales in the County state and the city of San Fernando.

Construction and real estate market.

For the most part San Fernando is a built out and mature city. Development takes place in the context of densification adaptive reuse and redevelopment. Single-family homes are the most common land-use in the city to review of building permits issued by the city is shown on table 15. San Fernando issued permits for 185 dwelling units in six multifamily buildings going back to 1997. As was discussed in the section on dwelling units, the majority of the city's housing stock is made up of single-family detached homes, however, 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. 2012 saw the greatest number of multifamily units developed in San Fernando for any year going back to 1997.

Table 16 provides information on the office market in East San Fernando Valley comparison to the office market throughout the greater Valley and Ventura markets. These are 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 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 LA 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.

Table 17 provides data on the industrial market. The East San Fernando Valley submarket has extremely tight vacancy rate of just over 2%. The market is seen positive net absorption through the first half of 2014 of nearly 320,000 sq. ft. With average leasing rates and $.62 per sq. ft. To create market conditions where rents are above replacement costs. This is likely to generate increased development demand where opportunities for industrial development exist. At present there are just under 60,000 sq. ft. Oof new industrial development under construction within the submarket.

Summary and conclusions

San Fernando market area is beginning recovery from the economic dislocations caused by the 2007 economic recession in the 2008 financial crisis. After the loss of tremendous amount of value in the residential housing stock, as was experienced throughout the region, home prices in the city of San Fernando are beginning to stabilize at an attainable price level. At the same time the community's residents and employment base are strongly tied to sectors of the economy such as manufacturing and related goods production. These industries, have been experiencing a recovery that began in 2012. Demand for industrial land in the Northeast San Fernando Valley is likely to be sustainable in to the intermediate future and at the same time the presence of transit connections within the city are also likely to be supportive of an increasing demand for multiunit residential development.

Table 1
Los Angeles County Cities by Population
2014

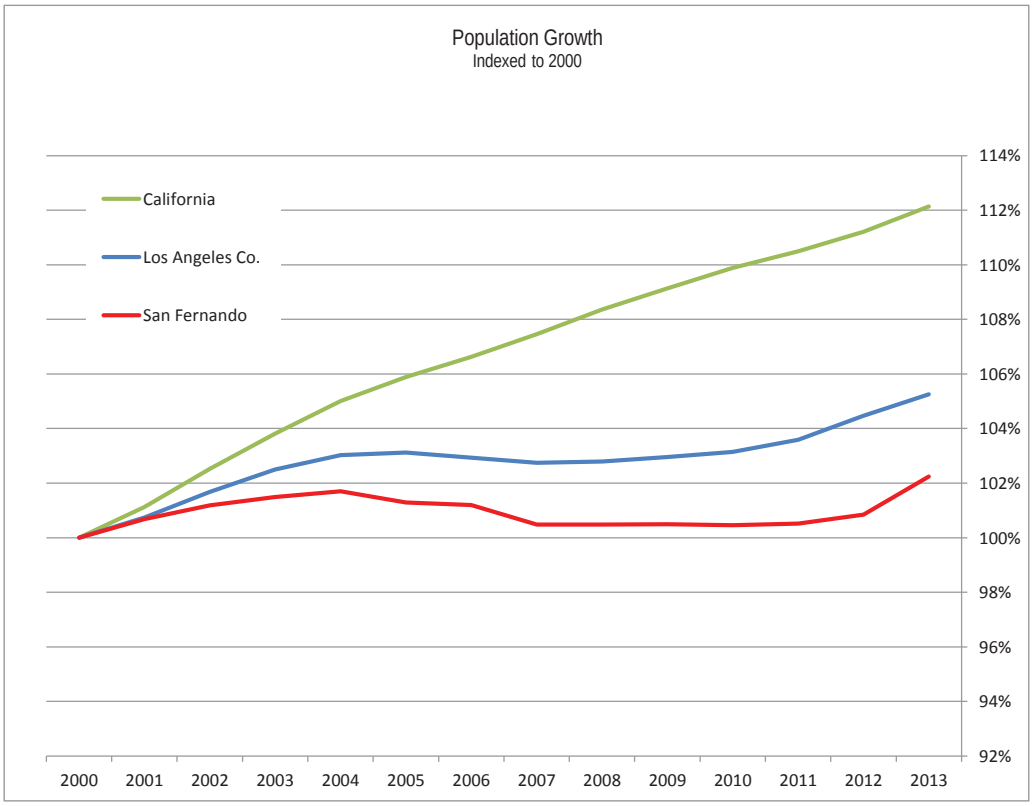
County Rank	City	Population	Percent of County	County Rank	City	Population	Percent of County
1	Los Angeles	3,904,657	48.1%	45	San Gabriel	40,313	0.5%
2	Long Beach	470,292	5.8%	46	Culver City	39,579	0.5%
3	Santa Clarita	209,130	2.6%	47	Monrovia	37,162	0.5%
4	Glendale	195,799	2.4%	48	Temple City	36,134	0.4%
5	Lancaster	159,878	2.0%	49	Bell	35,972	0.4%
6	Palmdale	155,657	1.9%	50	Claremont	35,920	0.4%
7	Pomona	151,713	1.9%	51	Manhattan Beach	35,619	0.4%
8	Torrance	147,706	1.8%	52	West Hollywood	35,072	0.4%
9	Pasadena	140,879	1.7%	53	Beverly Hills	34,677	0.4%
10	El Monte	115,064	1.4%	54	San Dimas	34,072	0.4%
11	Downey	113,363	1.4%	55	Lawndale	33,228	0.4%
12	Inglewood	111,795	1.4%	56	La Verne	32,228	0.4%
13	West Covina	107,828	1.3%	57	Walnut	30,112	0.4%
14	Norwalk	106,630	1.3%	58	Maywood	27,758	0.3%
15	Burbank	105,543	1.3%	59	South Pasadena	26,011	0.3%
16	Compton	98,082	1.2%	***60***	***San Fernando***	***24,222***	***0.3%***
17	South Gate	96,057	1.2%	61	Cudahy	24,142	0.3%
18	Carson	92,636	1.1%	62	Calabasas	23,943	0.3%
19	Santa Monica	92,185	1.1%	63	Duarte	21,668	0.3%
20	Hawthorne	86,644	1.1%	64	Lomita	20,630	0.3%
21	Whittier	86,538	1.1%	65	Agoura Hills	20,625	0.3%
22	Alhambra	84,697	1.0%	66	La Canada Flintrid	20,535	0.3%
23	Lakewood	81,224	1.0%	67	South El Monte	20,426	0.3%
24	Bellflower	77,741	1.0%	68	Hermosa Beach	19,750	0.2%
25	Baldwin Park	76,715	0.9%	69	Santa Fe Springs	17,349	0.2%
26	Lynwood	70,980	0.9%	70	El Segundo	16,897	0.2%
27	Redondo Beach	67,717	0.8%	71	Artesia	16,776	0.2%
28	Pico Rivera	63,873	0.8%	72	Hawaiian Gardens	14,456	0.2%
29	Montebello	63,527	0.8%	73	Palos Verdes Estat	13,665	0.2%
30	Monterey Park	61,777	0.8%	74	San Marino	13,341	0.2%
31	Gardena	60,082	0.7%	75	Commerce	13,003	0.2%
32	Huntington Park	59,033	0.7%	76	Malibu	12,865	0.2%
33	Arcadia	57,500	0.7%	77	Signal Hill	11,411	0.1%
34	Diamond Bar	56,400	0.7%	78	Sierra Madre	11,094	0.1%
35	Paramount	55,051	0.7%	79	Westlake Village	8,386	0.1%
36	Rosemead	54,762	0.7%	80	Rolling Hills Estate	8,184	0.1%
37	Glendora	51,290	0.6%	81	La Habra Heights	5,420	0.1%
38	Cerritos	49,741	0.6%	82	Avalon	3,820	0.0%
39	La Mirada	49,178	0.6%	83	Hidden Hills	1,901	0.0%
40	Covina	48,619	0.6%	84	Rolling Hills	1,895	0.0%
41	Azusa	48,385	0.6%	85	Irwindale	1,466	0.0%
42	Bell Gardens	42,667	0.5%	86	Bradbury	1,082	0.0%
43	Rancho Palos Verde	42,358	0.5%	87	Industry	438	0.0%
44	La Puente	40,478	0.5%	88	Vernon	122	0.0%
					Balance of County	1,046,557	12.9%
					County Total	8,111,871	

Source: California Department of Finance E-1

Table 2

Population Growth
California Department of Finance Annual Estimates

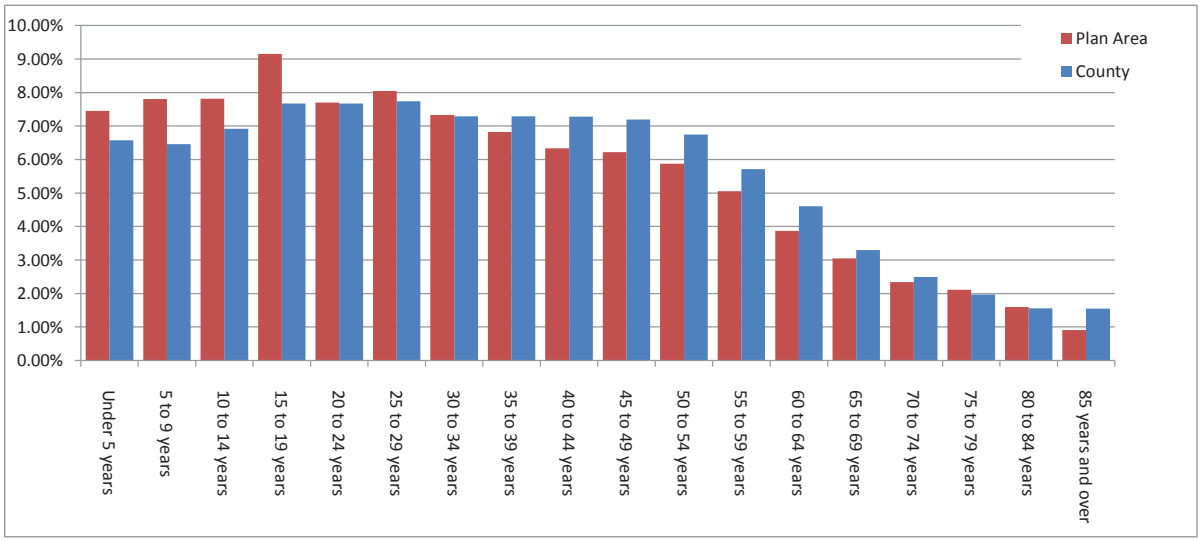
Year	California	Los Angeles Co.	San Fernando
2013	37,984,138	10,019,365	24,093
2012	37,668,804	9,945,031	23,764
2011	37,427,946	9,860,904	23,687
2010	37,223,900	9,818,605	23,671
2009	36,966,713	9,801,096	23,680
2008	36,704,375	9,785,474	23,677
2007	36,399,676	9,780,808	23,677
2006	36,116,202	9,798,609	23,846
2005	35,869,173	9,816,153	23,867
2004	35,570,847	9,806,944	23,965
2003	35,163,609	9,756,914	23,915
2002	34,725,516	9,679,212	23,843
2001	34,256,789	9,590,080	23,725
2000	33,873,086	9,519,330	23,564



Source: CA DoF E-8 and MR+E

Table 3
Population by Age
San Fernando TOD Plan Area
2010 Census

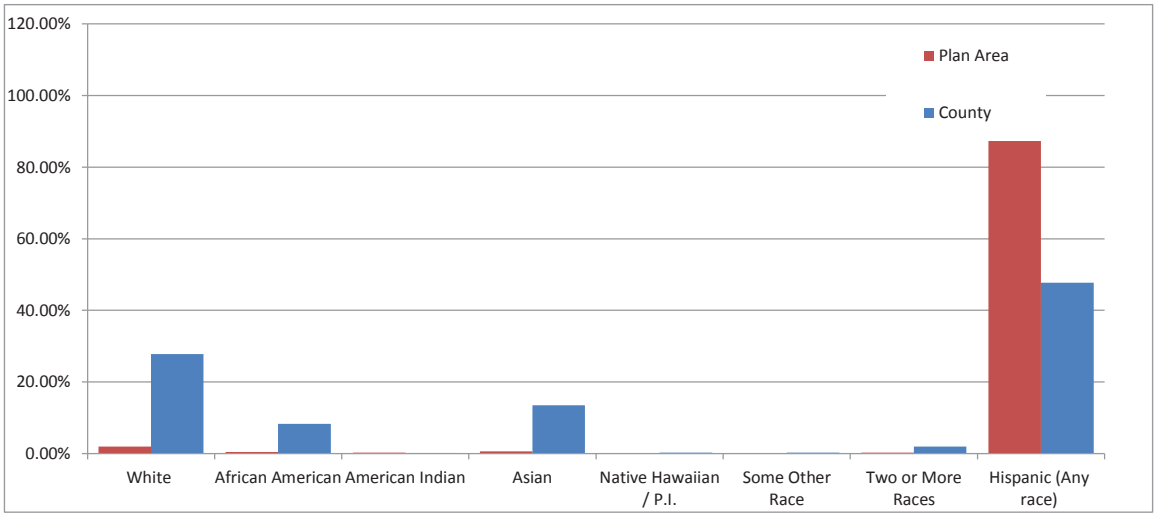
Year	3203 Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County
Under 5 years	518	1,895	645,793	7.46%	6.58%
5 to 9 years	542	1,889	633,690	7.80%	6.45%
10 to 14 years	543	1,937	678,845	7.82%	6.91%
15 to 19 years	636	2,034	753,630	9.15%	7.68%
20 to 24 years	535	1,845	752,788	7.70%	7.67%
25 to 29 years	559	1,961	759,602	8.05%	7.74%
30 to 34 years	509	1,790	716,129	7.33%	7.29%
35 to 39 years	474	1,746	715,635	6.82%	7.29%
40 to 44 years	440	1,635	714,691	6.33%	7.28%
45 to 49 years	432	1,488	706,742	6.22%	7.20%
50 to 54 years	408	1,399	662,205	5.87%	6.74%
55 to 59 years	351	1,182	560,920	5.05%	5.71%
60 to 64 years	269	851	452,236	3.87%	4.61%
65 to 69 years	212	596	323,287	3.05%	3.29%
70 to 74 years	163	491	245,183	2.35%	2.50%
75 to 79 years	147	376	192,881	2.12%	1.96%
80 to 84 years	111	262	152,722	1.60%	1.56%
85 years and over	63	268	151,626	0.91%	1.54%
Median age	31.2	30.70	34.8		89.66%
Total	6,948	23,671	9,818,605		0.07%



Source: US Census and MR+E

Table 4
Race and Ethnicity
San Fernando TOD Plan Area
2010 Census

Race	3203 Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County	Index
White	137	1,259	2,728,321	1.97%	27.79%	7.10%
African American	29	146	815,086	0.42%	8.30%	5.03%
American Indian	20	66	18,886	0.29%	0.19%	149.65%
Asian	44	192	1,325,671	0.63%	13.50%	4.69%
Native Hawaiian / P.I.	1	19	22,464	0.01%	0.23%	6.29%
Some Other Race	4	14	25,367	0.06%	0.26%	22.28%
Two or More Races	17	82	194,921	0.24%	1.99%	12.32%
Hispanic (Any race)	6,696	21,876	4,687,899	96.37%	47.75%	201.85%
Median age	31.2	30.7	34.8		89.66%	
Total	6,948	23,654	9,818,615		0.07%	



Source: US Census and MR+E

Table 5
Nativity and Language
San Fernando TOD Plan Area
2012 ACS

Number	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
PLACE OF BIRTH				
Total population	6,548	23,703	2,192,982	
Native	3,911	15,198	1,711,123	76.55%
Born in United States	3,868	15,027	1,688,915	76.70%
State of residence (CA)	3,676	14,124	1,265,964	97.25%
Different state	192	903	422,951	15.20%
Puerto Rico or abroad to American parent(s	43	171	22,208	64.85%
Foreign born	2,637	8,505	481,859	183.28%
U.S. CITIZENSHIP STATUS				
Foreign-born population	2,637	8,505	481,859	
Naturalized U.S. citizen	1,125	3,897	205,758	99.91%
Not a U.S. citizen	1,512	4,608	276,101	100.07%
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population	2,637	8,505	481,859	
Europe	-	37	25,610	0.0%
Asia	18	218	91,969	3.6%
Africa	-	-	6,466	0.0%
Oceania	-	148	2,322	0.0%
Latin America	2,619	8,102	344,634	138.9%
Canada	-	-	10,858	0.0%
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	5,895	21,469	2,030,097	
English only	3,258	4,360	1,221,523	91.85%
Language other than English	2,467	17,109	808,574	105.07%
Speak English less than "very well"	41	6,907	327,448	4.31%
Spanish	2,467	16,705	673,265	126.19%
Speak English less than "very well"	41	6,840	276,304	5.11%
Other Indo-European languages	-	281	42,022	0.00%
Speak English less than "very well"	-	42	11,156	0.00%
Asian and Pacific Islander languages	-	94	80,919	0.00%
Speak English less than "very well"	-	16	36,790	0.00%
Other languages	-	29	12,368	0.00%
Speak English less than "very well"	-	9	3,198	0.00%

Source: US Census and MR+E

Table 6
Household Structure
San Fernando TOD Plan Area
2010

	3203 Plan Area	City of San Fernando	Los Angeles County	3203 Plan Area	City of San Fernando	Los Angeles County	Index
Household Type							
Total households	1,790	5,967	3,241,204				
Family households	1,469	4,972	2,194,080	82.07%	83.32%	67.69%	121%
Male householder	994	3,346	1,430,848	55.53%	56.08%	44.15%	126%
Female householder	475	1,626	763,232	26.54%	27.25%	23.55%	113%
Nonfamily households	321	995	1,047,124	17.93%	16.68%	32.31%	56%
Male householder	171	506	510,532	9.55%	8.48%	15.75%	61%
Living alone	131	365	360,530	7.32%	6.12%	11.12%	66%
Female householder	150	489	536,592	8.38%	8.20%	16.56%	51%
Living alone	119	366	424,398	6.65%	6.13%	13.09%	51%
Household Size							
Total households	1,790	5,967	3,241,204				
1-person household	250	731	784,928	13.97%	12.25%	24.22%	58%
2-person household	316	1,042	853,003	17.65%	17.46%	26.32%	67%
3-person household	281	986	526,937	15.70%	16.52%	16.26%	97%
4-person household	332	1,135	486,027	18.55%	19.02%	15.00%	124%
5-person household	256	872	283,566	14.30%	14.61%	8.75%	163%
6-person household	155	510	144,956	8.66%	8.55%	4.47%	194%
7-or-more-person household	200	691	161,787	11.17%	11.58%	4.99%	224%
Average household size	3.87	3.94	2.98				130%
Average family size	4.18	4.18	3.58				117%
Family Structure							
Families	1,469	4,972	2,194,080				
With related children under 18 years	907	3,186	1,203,334	61.74%	64.08%	54.84%	113%
With own children under 18 years	736	2,663	1,052,977	50.10%	53.56%	47.99%	104%
Under 6 years only	100	432	210,004	6.81%	8.69%	9.57%	71%
Under 6 and 6 to 17 years	215	749	226,914	14.64%	15.06%	10.34%	142%
6 to 17 years only	421	1,482	616,059	28.66%	29.81%	28.08%	102%
Husband-wife families	951	3,282	1,480,665	64.74%	66.01%	67.48%	
With related children under 18 years	606	2,151	790,374	41.25%	43.26%	36.02%	115%
With own children under 18 years	503	1,857	721,804	34.24%	37.35%	32.90%	104%
Under 6 years only	69	289	149,633	4.70%	5.81%	6.82%	69%
Under 6 and 6 to 17 years	152	556	165,241	10.35%	11.18%	7.53%	137%
6 to 17 years only	282	1,012	406,930	19.20%	20.35%	18.55%	104%
Female householder, no husband presen	339	1,098	497,047	23.08%	22.08%	22.65%	
With related children under 18 years	200	695	296,976	13.61%	13.98%	13.54%	101%
With own children under 18 years	159	549	239,012	10.82%	11.04%	10.89%	99%
Under 6 years only	19	82	37,420	1.29%	1.65%	1.71%	76%
Under 6 and 6 to 17 years	39	116	43,349	2.65%	2.33%	1.98%	134%
6 to 17 years only	101	351	158,243	6.88%	7.06%	7.21%	95%

Source: US Census and MR+E

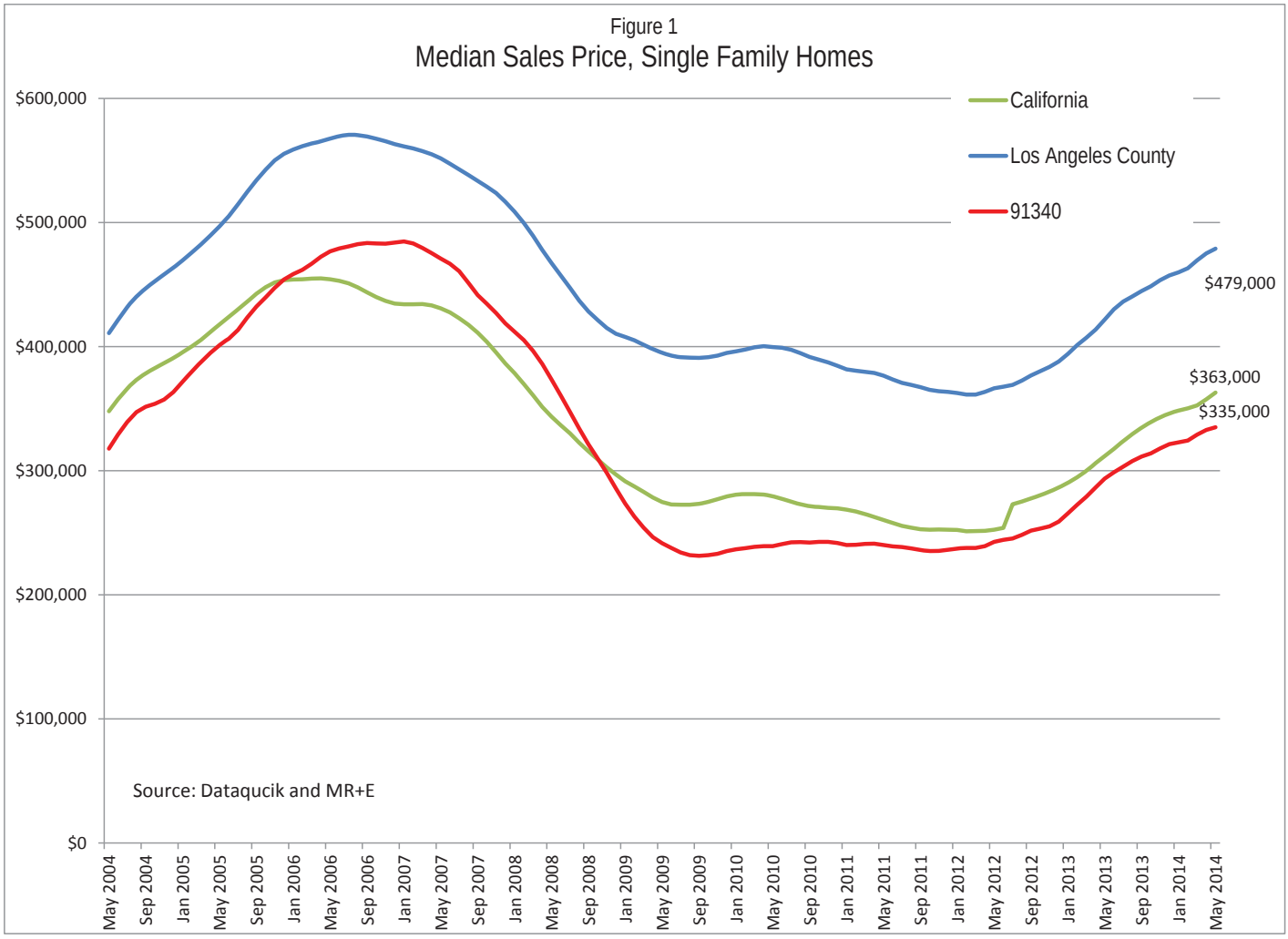
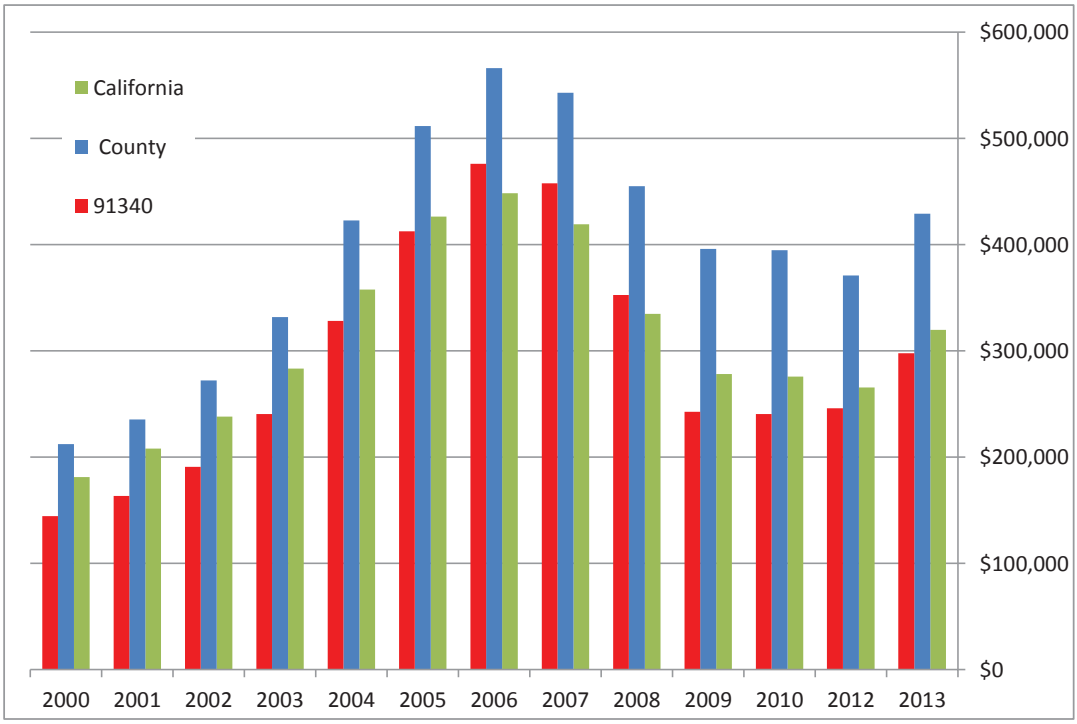


Figure 1
Median Sales Price, Single Family Homes
$600,000
$500,000
$400,000
$300,000
$200,000
$100,000
$0
California
Los Angeles County
91340
$479,000
$363,000
$335,000
Source: Dataqucik and MR+E
May 2004
Sep 2004
Jan 2005
May 2005
Sep 2005
Jan 2006
May 2006
Sep 2006
Jan 2007
May 2007
Sep 2007
Jan 2008
May 2008
Sep 2008
Jan 2009
May 2009
Sep 2009
Jan 2010
May 2010
Sep 2010
Jan 2011
May 2011
Sep 2011
Jan 2012
May 2012
Sep 2012
Jan 2013
May 2013
Sep 2013
Jan 2014
May 2014

Table 7
Median Sales Price
Single Family Homes
Annual Average

Year	California	Los Angeles County	San Fernando 91340
2013	$319,760	$429,110	$297,703
2012	$265,709	$371,114	$246,030
2010	$275,894	$394,791	$240,536
2009	$278,136	$396,054	$242,841
2008	$334,821	$454,955	$352,524
2007	$419,279	$543,037	$457,870
2006	$448,262	$566,079	$475,997
2005	$426,390	$511,713	$412,646
2004	$357,890	$422,677	$328,270
2003	$283,297	$331,958	$240,448
2002	$238,199	$272,247	$190,815
2001	$208,156	$235,442	$163,508
2000	$181,372	$212,334	$144,515



Source: MR+E and Data Quick

Table 8
Housing Attributes
San Fernando TOD Plan Area
2012 ACS

Number	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units				
Total housing units	1,900	6,409	3,441,416	0.06%
Occupied housing units	1,824	6,108	3,218,511	0.06%
Vacant housing units	76	301	222,905	0.03%
Units in structure				
1-unit, detached	1,317	4,543	1,713,407	0.08%
1-unit, attached	171	511	224,784	0.08%
2 units	100	204	83,532	0.12%
3 or 4 units	69	304	195,148	0.04%
5 to 9 units	94	275	271,061	0.03%
10 to 19 units	25	197	267,633	0.01%
20 or more units	22	247	629,991	0.00%
Mobile home	80	106	53,342	0.15%
Boat, RV, van, etc.	22	22	2,518	0.87%
Occupants per room				
1.00 or less	1,549	5,230	2,832,499	0.05%
1.01 to 1.50	184	607	224,596	0.08%
1.51 or more	91	271	161,416	0.06%

Percent	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units in structure				
1-unit, detached	69.32%	70.88%	49.79%	139.22%
1-unit, attached	9.00%	7.97%	6.53%	137.79%
2 units	5.26%	3.18%	2.43%	216.84%
3 or 4 units	3.63%	4.74%	5.67%	64.04%
5 to 9 units	4.95%	4.29%	7.88%	62.81%
10 to 19 units	1.32%	3.07%	7.78%	16.92%
20 or more units	1.16%	3.85%	18.31%	6.33%
Mobile home	4.21%	1.65%	1.55%	271.65%
Boat, RV, van, etc.	1.16%	0.34%	0.07%	1582.52%
Occupants per room				
1.00 or less	84.92%		88.01%	96.50%
1.01 to 1.50	10.09%		6.98%	144.56%
1.51 or more	4.99%		5.02%	99.48%

Source: US Census ACS and MR+E

Table 9
Housing Tenure
San Fernando TOD Plan Area
2010 Census

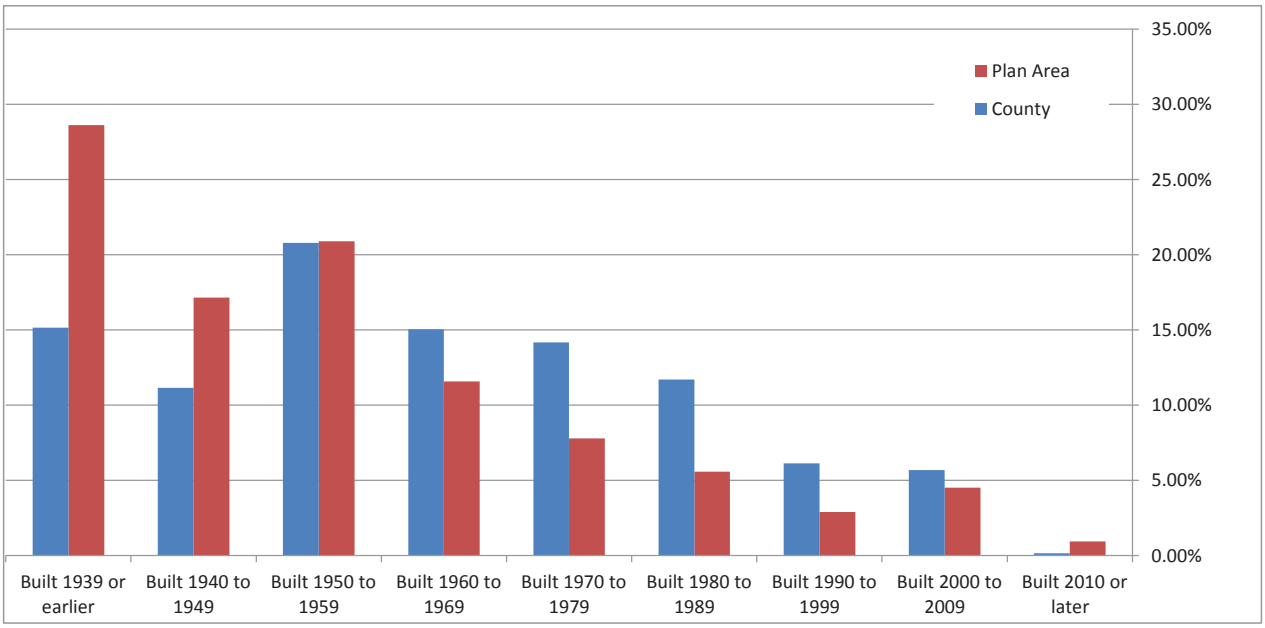
Number	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Population				
Population	6,548	23,671	9,818,605	0.07%
Households	1,790	5,967	3,241,204	0.06%
Total housing units	1,864	6,291	3,445,076	0.05%
Occupancy Status				
Total housing units	1,864	6,291	3,445,076	0.05%
Occupied housing units	1,790	5,967	3,241,204	0.06%
Vacant housing units	74	324	203,872	0.04%
Tenure				
Occupied housing units	1,790	5,967	3,241,204	0.06%
Owner occupied	871	3,252	1,544,749	0.06%
Owned with a mortgage or lo	607	2,582	1,227,146	0.05%
Owned free and clear	264	670	317,603	0.08%
Renter occupied	919	2,715	1,696,455	0.05%
Vacancy Status				
Vacant housing units	74	324	203,872	0.04%
For rent	31	110	104,960	0.03%
Rented, not occupied	9	17	4,994	0.18%
For sale only	10	38	26,808	0.04%
Sold, not occupied	4	15	6,726	0.06%
For seasonal, recreational, or o	5	12	19,099	0.03%
For migratory workers	-	-	109	0.00%
Other vacant	15	132	41,176	0.04%

Percent	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Occupancy Status				
Total housing units				
Occupied housing units	96.03%	94.85%	94.08%	102.07%
Vacant housing units	3.97%	5.15%	5.92%	67.09%
Tenure				
Occupied housing units	96.03%	94.85%	94.08%	102.07%
Owner occupied	46.73%	51.69%	44.84%	104.21%
Owned with a mortgage or lo	32.56%	41.04%	35.62%	91.42%
Owned free and clear	14.16%	10.65%	9.22%	153.63%
Renter occupied	49.30%	43.16%	49.24%	100.12%
Vacancy Status				
Vacant housing units	3.97%	5.15%	5.92%	67.09%
For rent	1.66%	1.75%	3.05%	54.59%
Rented, not occupied	0.48%	0.27%	0.14%	333.08%
For sale only	0.54%	0.60%	0.78%	68.94%
Sold, not occupied	0.21%	0.24%	0.20%	109.91%
For seasonal, recreational, or o	0.27%	0.19%	0.55%	48.39%
For migratory workers	0.000%	0.00%	0.00%	0.00%
Other vacant	0.80%	2.10%	1.20%	67.33%

Source: US Census and MR+E

Table 10
Age of Dwelling Units
San Fernando TOD Plan Area
2012 ACS

Year	3203 Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County
Built 2010 or later	18	18	5,222	0.95%	0.15%
Built 2000 to 2009	86	293	195,533	4.53%	5.68%
Built 1990 to 1999	55	82	211,317	2.89%	6.14%
Built 1980 to 1989	106	340	402,760	5.58%	11.70%
Built 1970 to 1979	148	616	487,641	7.79%	14.17%
Built 1960 to 1969	220	705	517,870	11.58%	15.05%
Built 1950 to 1959	397	2,057	715,489	20.89%	20.79%
Built 1940 to 1949	326	1202	383,995	17.16%	11.16%
Built 1939 or earlier	544	1096	521,589	28.63%	15.16%
Total	1,900	6,409	3,441,416		



Source: US Census ACS and MR+E

Table 11
Employment in San Fernando
By Place of Employment
2011

Sector	San Fernando Jobs	San Fernando Percent	Los Angeles Jobs	Los Angeles Percent	Index
Agriculture, Forestry, Fishing and Hunting	93	1.22%	6,232	0.17%	727.33%
Mining, Quarrying, and Oil and Gas Extraction	-	0.00%	4,219	0.11%	0.00%
Utilities	7	0.09%	30,314	0.81%	11.25%
Construction	568	7.44%	98,898	2.66%	279.92%
Manufacturing	1,708	22.38%	360,118	9.68%	231.16%
Wholesale Trade	737	9.66%	217,237	5.84%	165.35%
Retail Trade	757	9.92%	383,938	10.32%	96.10%
Transportation and Warehousing	216	2.83%	150,225	4.04%	70.08%
Information	156	2.04%	199,293	5.36%	38.15%
Finance and Insurance	439	5.75%	155,873	4.19%	137.27%
Real Estate and Rental and Leasing	79	1.03%	70,293	1.89%	54.78%
Professional, Scientific, and Technical Services	128	1.68%	264,047	7.10%	23.63%
Management of Companies and Enterprises	20	0.26%	61,675	1.66%	15.81%
Administration & Support, Waste Management	181	2.37%	223,149	6.00%	39.53%
Educational Services	375	4.91%	340,038	9.14%	53.75%
Health Care and Social Assistance	1,095	14.35%	428,012	11.50%	124.69%
Arts, Entertainment, and Recreation	13	0.17%	71,389	1.92%	8.88%
Accommodation and Food Services	569	7.45%	280,064	7.53%	99.02%
Other Services (excluding Public Administration)	404	5.29%	224,963	6.05%	87.53%
Public Administration	88	1.15%	150,285	4.04%	28.54%
Total	7,633	100%	3,720,262	100%	0.21%

Source: US Census and MR+E

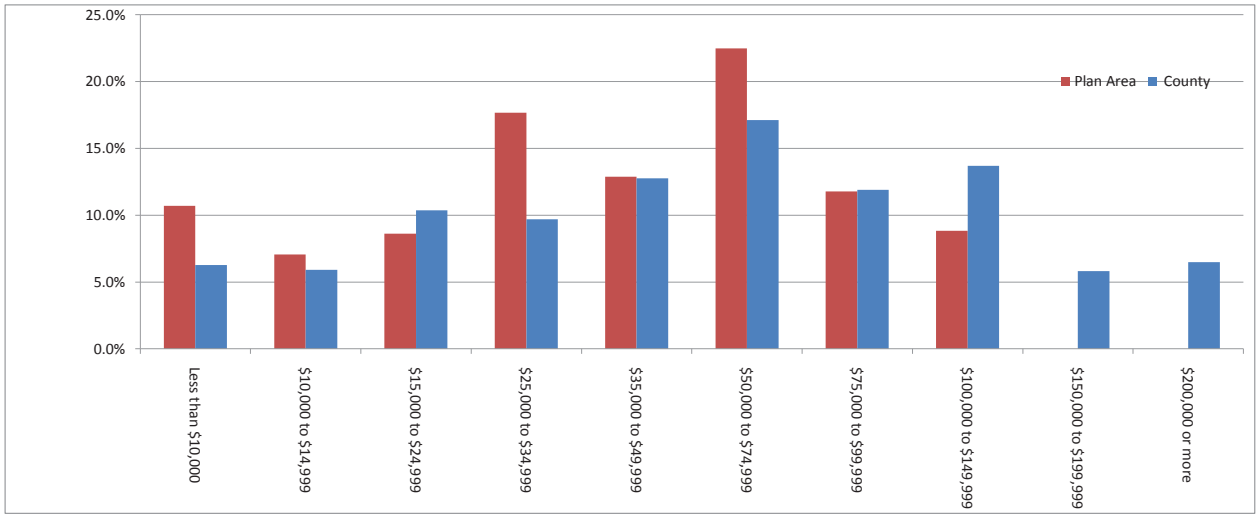
Table 12
Employment in San Fernando
By Industry of Employed Residents
2011

	San Fernando		Los Angeles		
Sector	Jobs	Percent	Jobs	Percent	Index
Agriculture, Forestry, Fishing and Hunting	45	0.60%	24,365	0.70%	85.51%
Mining, Quarrying, and Oil and Gas Extraction	4	0.05%	3,525	0.10%	52.54%
Utilities	44	0.58%	25,568	0.73%	79.68%
Construction	365	4.83%	99,878	2.86%	169.20%
Manufacturing	1,245	16.49%	329,227	9.42%	175.09%
Wholesale Trade	368	4.87%	195,653	5.60%	87.08%
Retail Trade	916	12.13%	364,390	10.42%	116.39%
Transportation and Warehousing	175	2.32%	133,055	3.81%	60.90%
Information	224	2.97%	174,039	4.98%	59.59%
Finance and Insurance	318	4.21%	146,921	4.20%	100.21%
Real Estate and Rental and Leasing	142	1.88%	65,714	1.88%	100.05%
Professional, Scientific, and Technical Services	321	4.25%	246,934	7.06%	60.19%
Management of Companies and Enterprises	93	1.23%	55,201	1.58%	78.00%
Administration & Support, Waste Management	486	6.44%	222,721	6.37%	101.03%
Educational Services	591	7.83%	314,846	9.01%	86.91%
Health Care and Social Assistance	861	11.40%	398,842	11.41%	99.95%
Arts, Entertainment, and Recreation	105	1.39%	70,681	2.02%	68.78%
Accommodation and Food Services	575	7.61%	279,988	8.01%	95.08%
Other Services (excluding Public Administration)	410	5.43%	210,030	6.01%	90.38%
Public Administration	263	3.48%	134,530	3.85%	90.51%
Total	7,551	100%	3,496,108	100%	0.22%

Source: US Census and MR+E

Table 13
Household Incomes
San Fernando TOD Plan Area
2012

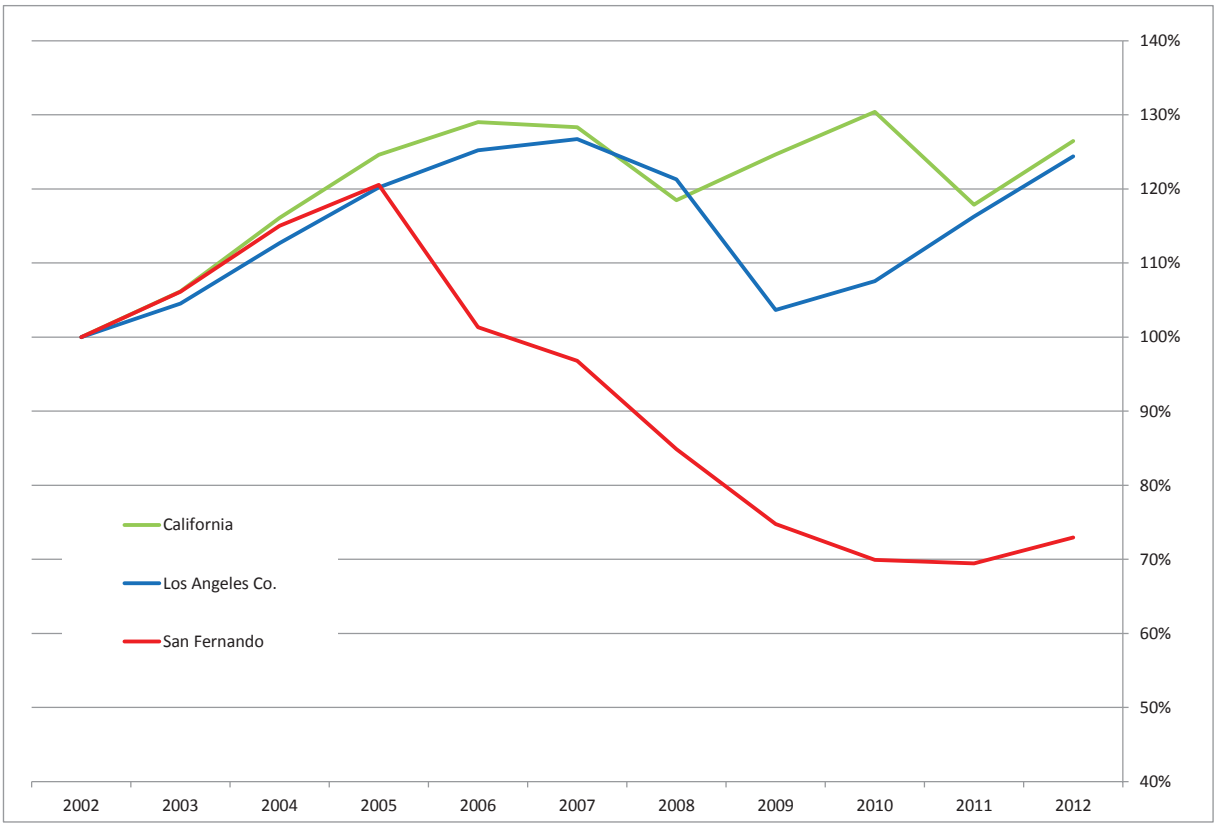
	3203 Plan Area	City of San Fernando	Los Angeles County	3203 Plan Area	City of San Fernando	Los Angeles County	Index
Total households	1,824	6,108	3,218,511				
Less than $10,000	195	229	201,440	10.7%	3.7%	6.3%	170.8%
$10,000 to $14,999	129	283	190,527	7.1%	4.6%	5.9%	119.5%
$15,000 to $24,999	157	582	333,721	8.6%	9.5%	10.4%	83.0%
$25,000 to $34,999	322	743	311,808	17.7%	12.2%	9.7%	182.2%
$35,000 to $49,999	235	975	410,586	12.9%	16.0%	12.8%	101.0%
$50,000 to $74,999	410	1,556	550,971	22.5%	25.5%	17.1%	131.3%
$75,000 to $99,999	215	783	382,770	11.8%	12.8%	11.9%	99.1%
$100,000 to $149,999	161	714	440,285	8.8%	11.7%	13.7%	64.5%
$150,000 to $199,999	-	146	187,449	0.0%	2.4%	5.8%	0.0%
$200,000 or more	-	97	208,954	0.0%	1.6%	6.5%	0.0%
Median household income	$ 44,310	$ 54,856	$ 56,241				78.8%
Mean household income	$ 48,285	$ 62,403	$ 81,729				59.1%
Households with earnings	1,463	5,293	2,666,321	80%	87%	83%	96.8%
Mean earnings	$ 49,444	$ 60,568	$ 81,968				60%
With Social Security	405	1,393	726,298	22%	23%	23%	98.4%
Mean Social Security income	$ 11,570	$ 14,699	$ 15,663				74%
With retirement income	193	879	373,239	11%	14%	12%	91.2%
Mean retirement income	$ 18,661	$ 18,602	$ 26,428				71%



Source: US Census ACS and MR+E

Table 14
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2012	381,372,823	135,295,582	294,683	0.2%
2011	355,518,038	126,440,737	280,443	0.2%
2010	393,259,857	116,942,334	282,436	0.2%
2009	375,965,447	112,744,727	302,000	0.3%
2008	357,318,427	131,881,744	342,737	0.3%
2007	387,025,102	137,820,418	390,972	0.3%
2006	389,066,572	136,162,552	409,364	0.3%
2005	375,808,125	130,722,373	486,998	0.4%
2004	350,172,688	122,533,104	464,571	0.4%
2003	320,217,054	113,685,422	428,662	0.3%
2002	301,612,306	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

Table 15
Residential Building Permits
City of San Fernando

FISCAL YEAR	SINGLE FAMILY DWELLINGS	2ND DWELLING UNITS	MULTI-FAMILY UNITS	NUMBER OF MULTI-FAMILY BUILDINGS
2012 TO 2013	5			
2011 TO 2012	14		82	1
2010 TO 2011	5			
2009 To 2010	1			
2008 TO 2009	8			
2007 TO 2008	41	2		
2006 TO 2007	12	9		
2005 TO 2006	16	8	52	1
2004 TO 2005	19	12	46	2
2003 TO 2004	8	2	5	2
2002 TO 2003	14			
2001 TO 2002	5			
2000 TO 2001	3			
1999 TO 2000	4			
1998 TO 1999	1			
1997 TO 1998	3			
TOTAL	159	33	185	6

Source: City of San Fernando

Table 16
Office Market
Q2 2014

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SAN FERNANDO VALLEY	**30**	**2,596,600**	**17.60%**	**0.40%**	**18.10%**	**20.20%**	**28,900**	**48,600**	**55,800**	**89,600**	**0**	**$2.29**
WEST VENTURA COUNTY	58	3,139,200	21.00%	0.00%	21.00%	20.70%	17,400	55,500	-9,200	29,600	0	$1.91
SANTA CLARITA VALLEY	31	2,071,900	15.90%	0.30%	16.20%	16.90%	14,800	30,600	14,200	17,300	0	$2.33
CONEJO VALLEY	106	6,783,600	18.10%	0.20%	18.30%	17.60%	202,600	371,200	-41,200	-30,700	178,700	$2.19
WEST SAN FERNANDO VALLEY	139	14,767,300	15.90%	0.20%	16.10%	16.30%	453,000	636,500	21,900	-17,500	0	$2.15
CENTRAL SAN FERNANDO VALLEY	61	4,523,800	9.90%	0.70%	10.60%	9.80%	93,100	225,600	-38,300	-59,700	0	$2.14
SAN FERNANDO VALLEY SUBTOTA	230	21,887,700	14.90%	0.30%	15.20%	15.50%	575,000	910,700	39,400	12,400	0	$2.21
VENTURA COUNTY SUBTOTAL	164	9,922,800	19.00%	0.10%	19.10%	19.10%	220,000	426,700	-50,400	-1,100	178,700	$2.07
TOTAL	425	33,882,453	16.10%	0.30%	16.40%	16.70%	809,800	1,368,000	3,200	28,600	178,700	$2.16

Source Colliers

Table 17
Industrial Market
Q2 2014

Market	Bldgs.	Total inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SAN FERNANDO VALLEY	**1,618**	**49,452,700**	**59,000**	**2.40%**	**2.40%**	**3.40%**	**314,300**	**11**	**373,900**	**10**	**688,200**	**1,331,300**	**-31,700**	**317,500**	**$0.62**
WEST VENTURA COUNTY	1,151	41,883,000	253,400	4.00%	4.00%	5.80%	514,200	9	322,800	10	837,000	1,414,000	20,100	122,300	$0.54
SIMI VALLEY/MOORPARK	301	10,948,600	0	9.20%	10.40%	10.30%	37,100	2	392,100	3	429,200	586,200	125,300	96,100	$0.52
SANTA CLARITA VALLEY	430	18,532,200	0	5.80%	5.80%	7.40%	13,100	1	160,200	6	173,300	417,600	-4,900	-125,800	$0.53
CONEJO VALL EY	237	7,040,000	0	1.30%	1.00%	3.80%	89,400	3	59,700	3	149,100	182,400	-20,700	-3,000	$0.72
WEST SAN FERNANDO VALLEY	791	25,295,400	86,600	3.10%	2.90%	5.00%	32,100	2	199,700	6	231,800	595,500	-52,800	123,100	$0.61
CENTRAL SAN FERNANDO VALLEY	430	13,803,700	0	1.30%	1.40%	2.40%	25,000	2	63,300	4	88,300	293,900	17,700	54,600	$0.55
SAN FERNANDO VALLEY SUBTOTA	3,289	107,612,000	171,500	3.00%	2.90%	4.40%	428,600	17	797,100	26	1,225,700	2,682,400	-116,900	324,200	$0.58
VENTURA COUNTY SUBTOTAL	1,669	59,343,400	227,500	4.60%	4.90%	6.30%	596,500	13	774,600	16	1,371,100	2,138,400	170,000	260,700	$0.53

Source: Colliers