

SAN FERNANDO CORRIDORS SPECIFIC PLAN (SP-5)



PUBLIC HEARING DRAFT
OCTOBER 26, 2017



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The San Fernando

Corridors Specific Plan

Adopted by Ordinance #1562

January 2005

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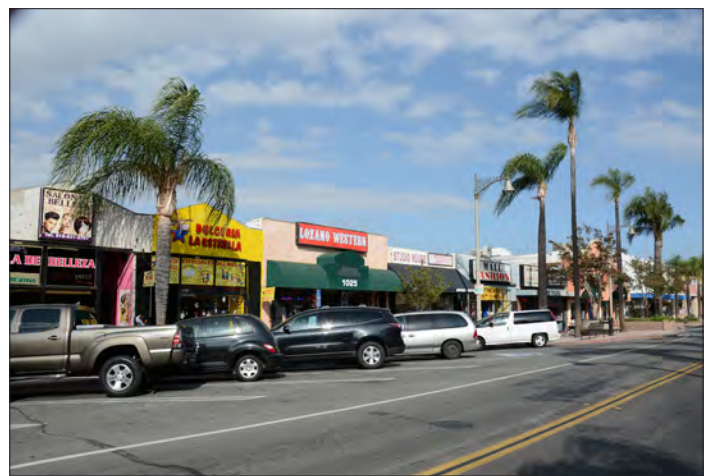
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CHAPTER ONE: ORIENTATION





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 traverse 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.

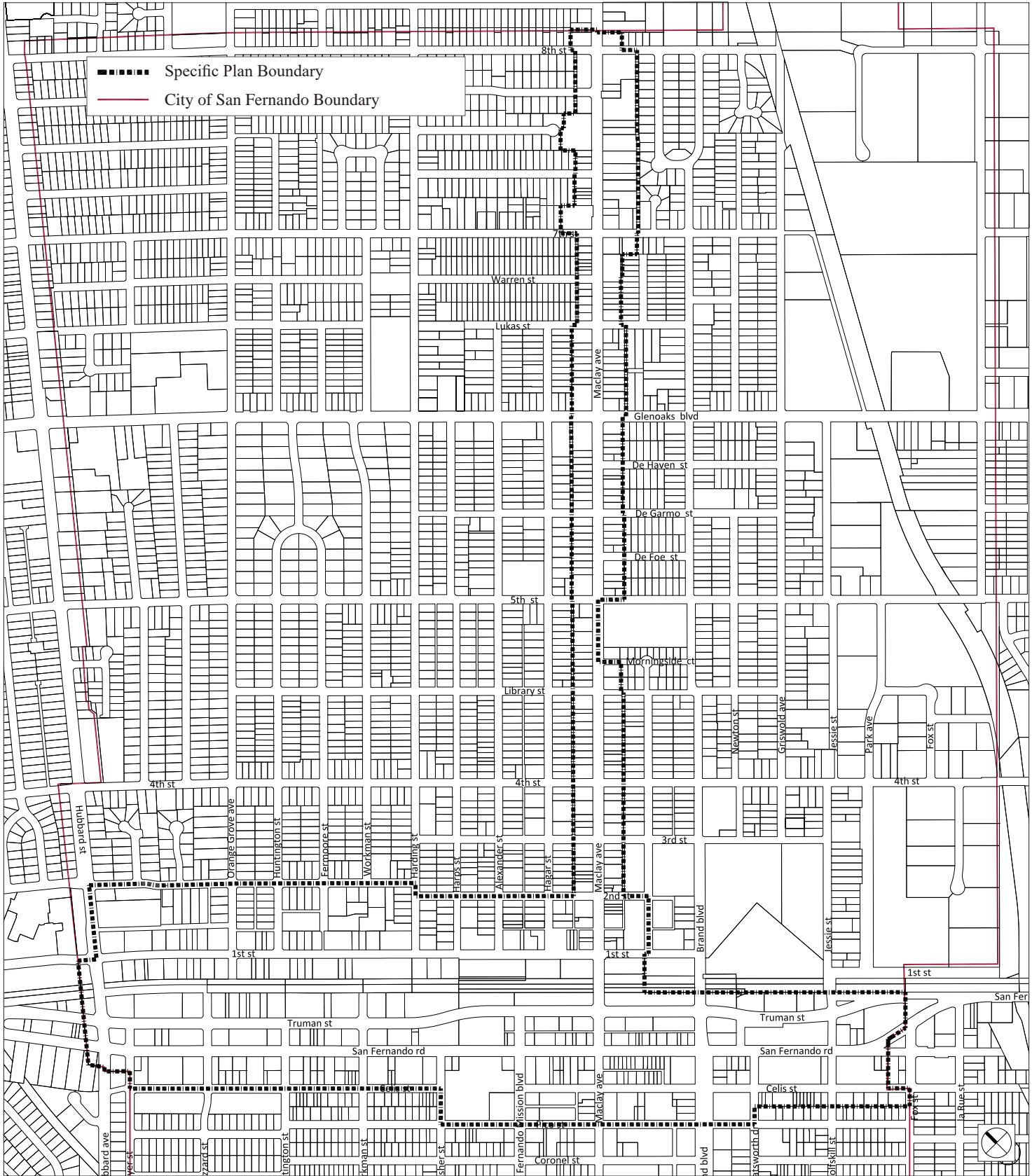
SPECIFIC PLAN AREA DEFINITION

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 are 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

FIGURE 1.1 - SPECIFIC PLAN PROJECT LIMITS



Truman Street, Modern Streetcar (Tram) along San Fernando Road, or Light Rail within the existing railroad right-of-way – and provide pedestrian, bicycle, and vehicular access to the San Fernando/Sylmar Metrolink Station and the transit stops associated with Metro’s proposed transit initiatives. They also provide opportunities for investment. The corridors are where much of the community life is “on display” for residents and visitors alike. Because it is important to properly shape growth and change on the corridors, the specific plan combines a policy framework with design standards and guidelines, and includes concepts for capital improvements to encourage and focus activity and investment along them.

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 a 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 policies of the previous San Fernando Corridors Specific Plan (SP-4); the job-creating opportunities offered by the light 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 Lightrail 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 barriers to investment and revitalization along the corridors that was identified 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 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 Modern Streetcar (Tram) on San Fernando Road. Metro is also



The decline of the commercial strip.



The Truman Road corridor.



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



Maclay Avenue between First and Fourth Streets.

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.

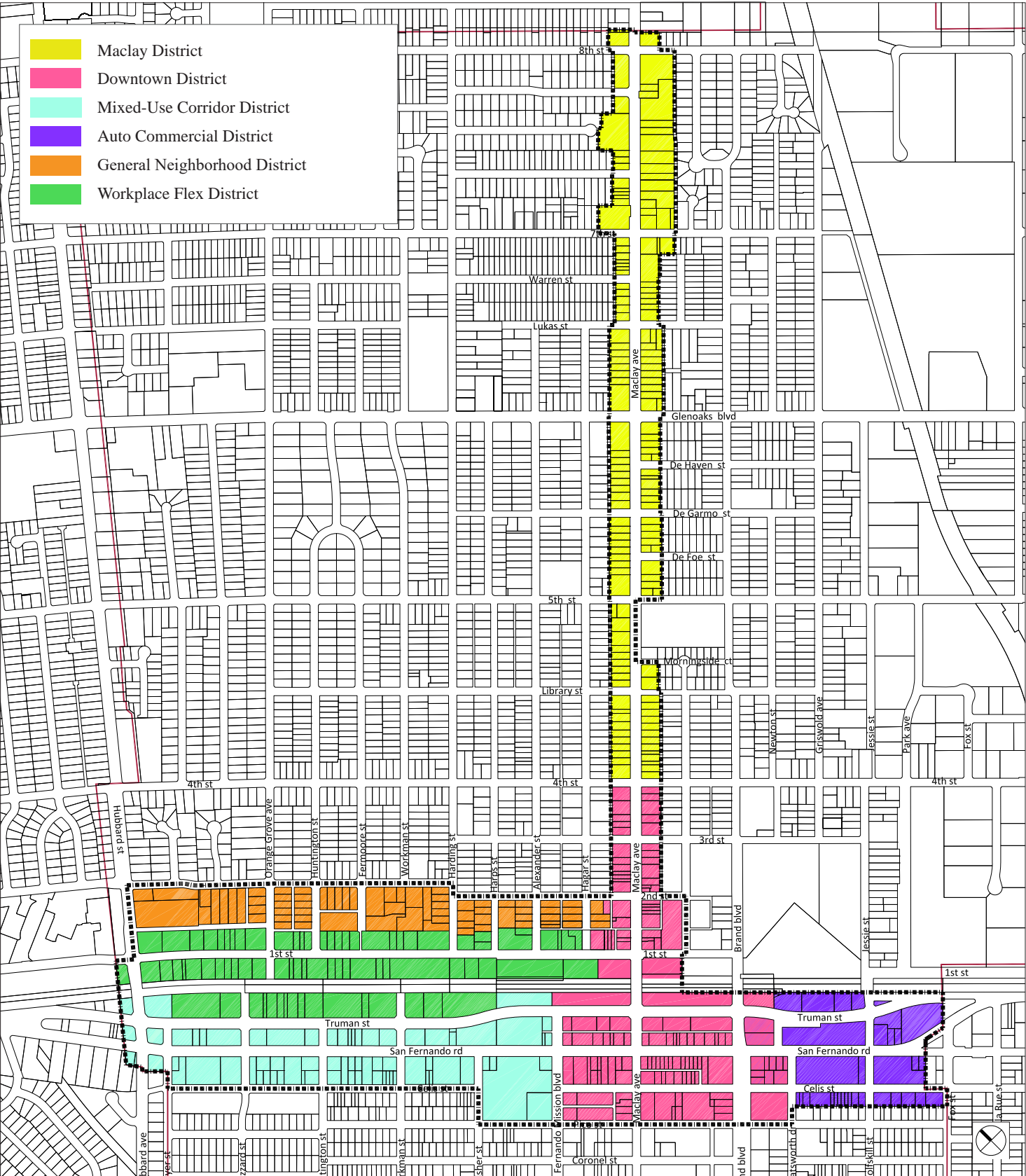
The Downtown District

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 cafes offering residents a charming area in which to spend their lunch hour, a place to gather after work, or to enjoy a meal with friends and family as the sun sets and the air cools in the evening hours. Continuing south on Maclay, the intersection of Maclay Avenue and Truman Street will tie the historic retail district with the vibrant destination of the San Fernando Mall, and anchor this vital intersection as a destination around which the downtown is structured. New investment at the intersection of Maclay Avenue and Truman Street 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 development along and to the south of Celis Street, and the mixed-use areas to the north.

FIGURE 1.2 - SPECIFIC PLAN DISTRICTS



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

Workforce Flex District



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.

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

Street improvements, 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 the sense of uniqueness, pride and community spirit that differentiates San Fernando from other nearby communities.

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



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



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

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 Councilmembers, Transportation and Safety and Planning and Preservation commissioners, property owners, business representatives, and residents was formed to:

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

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

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

On November 19, 2014, the City hosted the first of 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.

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 imple-



Community Workshop participation.



Community Workshop participation.

menting the goals and objectives set forth in the General Plan's Land Use, Housing, and Circulation Elements.

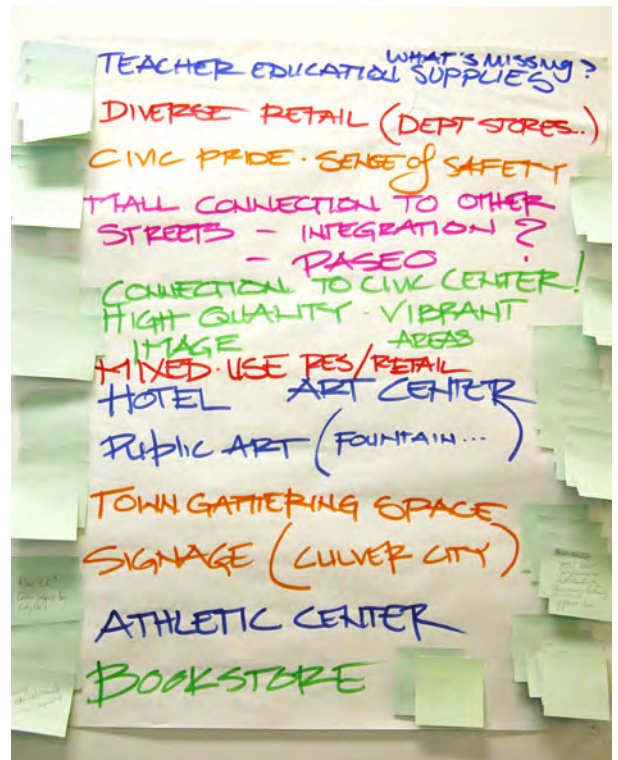
For example, as is discussed in detail throughout the specific plan, it provides for the clustering of commercial, higher density residential, and mixed-use development within the specific plan area in a manner that:

1. "retains the small town character of San Fernando, promotes the economic vitality of commercial areas, and maintains an identity that is distinct from surrounding communities," per San Fernando General Plan Land Use Goals I-III, Pg. IV-6;
2. "continue(s) to provide adequate sites to facilitate the development of a range of residential development types in San Fernando which will fulfill regional housing needs," per General Plan Housing Element Goal 3.0 and Policy 3.5; and,
3. "provide(s) an efficient street system which allows maximum safety and economy of movement," per Circulation Element Goal No. 1, Pg. V-5.

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

SPECIFIC PLAN'S RELATIONSHIP TO THE ZONING CODE

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



Community Workshop comments.



Community Workshop participation.

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

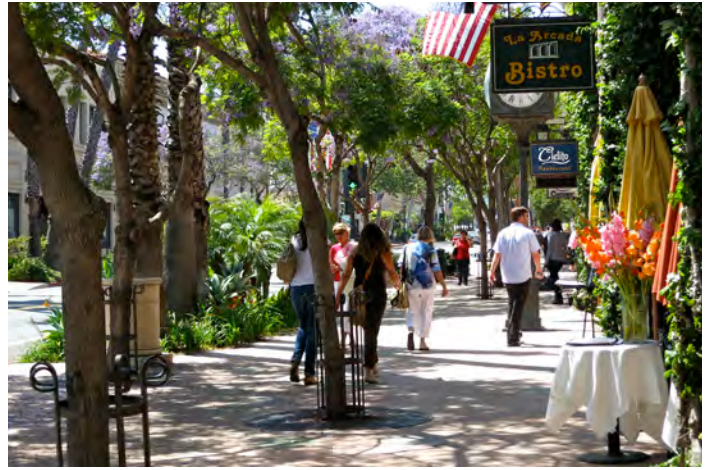
In addition to this Orientation Chapter, the specific plan contains the following elements:

- *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 policies 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 the capital improvements that are integral to the envisioned future of the San Fernando Corridors. These capital improvements, including streetscape improvements, architectural landmarks and gateway features, will set the stage for revitalization of the San Fernando Corridors.
- *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 compat-

ible 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 forms that are identifiable to that district, and an overall configuration of public spaces and facilities that support



Walking along the corridors should be a pleasant experience.

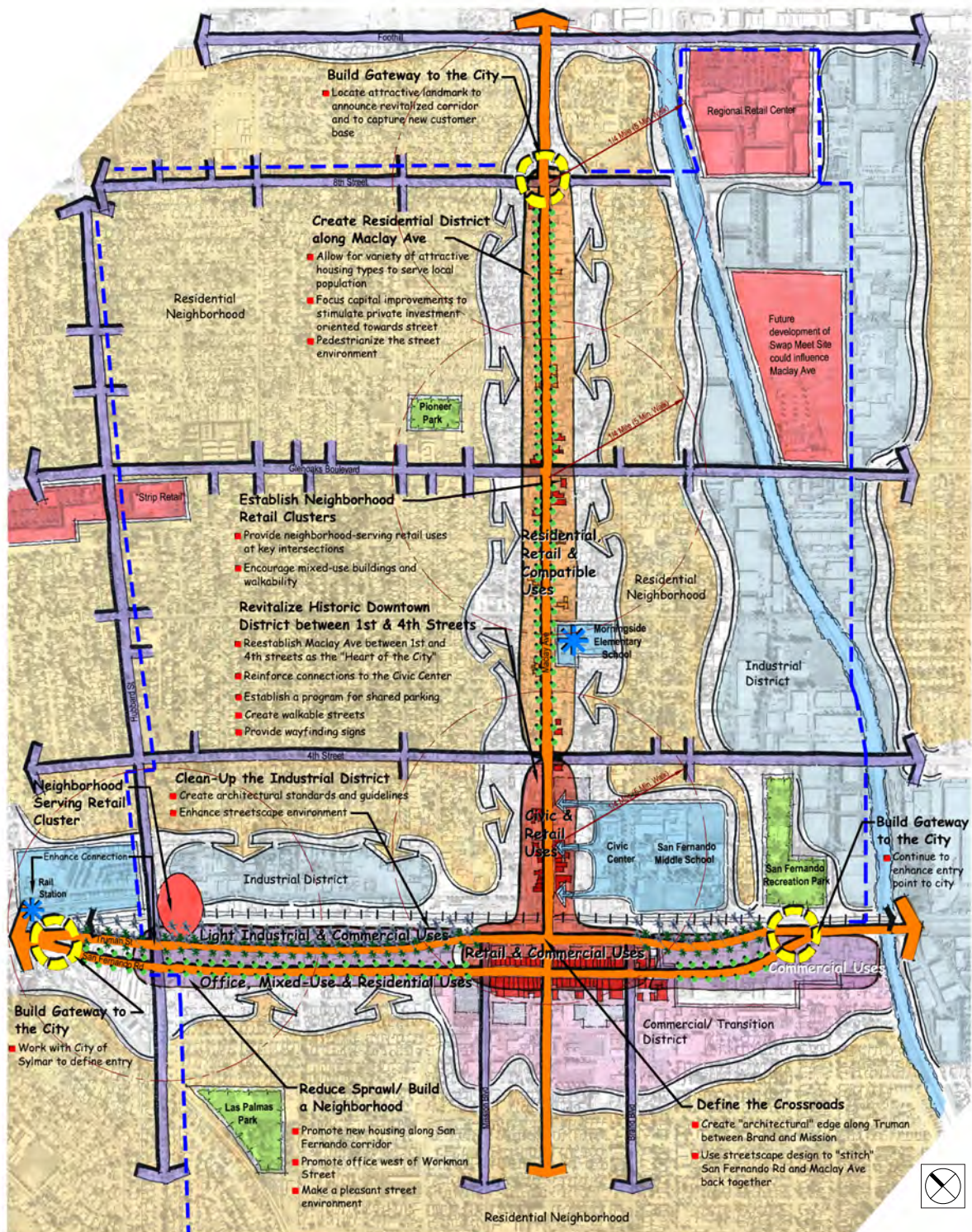


A lively mixed-use district in Ventura, CA



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.

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 walkable, 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 potential to be restructured to enable pent-up investment opportunities to expand the city's



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

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 light industrial, workshop, and large-scale commercial sectors. It also accommodates live-work uses, subject to a conditional use permit. The Workplace Flex District provides a framework for creating a more inviting pedestrian, bicycle, and vehicular connection along First Street between the Metrolink Station and Maclay Avenue's "main street," the Civic Center, and along Truman Street between the Metrolink Station and 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 light industrial buildings, and the single-family residential neighborhoods to the north. New multi-family buildings face Second Street with two-story masses at the front of the lot that are in character with the single-family houses across the street. Higher masses - up to four stories - are allowed at the center and rear of the lot.

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

2. *Promote the right kind of investment in each district.* The biggest problem the corridors (and by extension, the city as a whole) face can be summed up in a single statement: too much commercially-zoned land, and not enough land for housing. While the corridors have been zoned solely for commercial and industrial use for two generations, their development potential has never been fulfilled in that time. While there are good businesses along the corridors, many parcels are vacant, underutilized, or disinvested, dragging down the image of the corridors and the city, and continuing to impede new investment. Meanwhile, the city is nearly built out

and there are few opportunities for new housing - yet second and third-generation San Fernandans want to live in the community and older residents may want to remain in the community but in a different housing type. Land use controls can be used to address this problem by allowing a balance of uses that more closely match the needs of the community. Specific land use strategies to address this issue are stated below:

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

- Cluster retail uses in the Downtown District, 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, convenient, walkable centers for their immediate neighborhood, and retail uses in these areas



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

will be limited to those that provide convenience goods.

B. *Increase residential opportunities within the specific plan area.* Throughout the community process, citizens expressed a need for housing that is unique to San Fernando and accommodates a variety of income levels, both affordable and market rate. Young working professionals who grew up in the area and choose to return, hoping to settle in the area where they were raised, 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.
- Investigate business relocation options to bring valuable community retailers into the Downtown (particularly types of businesses that are seen as "missing" from the current



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.

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 other businesses. Way-finding signage should be expanded and mark the route to the Civic Center, and enrich the pedestrian routes along First and Second Streets.



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.

- 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. Curb-side 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 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 nar-

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.

rowing the roadway in order to provide wider sidewalks.

- The Workplace Flex District: First Street contains many of the city's light industrial, warehouse, and general commercial uses and also provides the most direct link between the Metrolink Station and Maclay 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 Mac-lay 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 Macniel Street and to provide a more inviting pedestrian and bicycle connection to the Metrolink Station.
 - Implement a signage and way-finding program to help commuters, visitors, and residents navigate the corridors in a legible way, marking destinations and interest points.
4. **Ensure high-quality development and design.** Development along the San Fernando corridors is on display, visible to both residents and visitors who travel along the roadways. The City should ensure that new development represents the strength and quality of the community. To this end, the following actions should be taken:
- A. Require developments that respect and enhance the corridors - their primary address - with facades that enliven the street wall and main entrances that front the street. Regulate minimum heights, setbacks and other unifying factors to ensure that development lives up to its role along the corridor. (The *specific plan design guidelines* for each district will give further specificity as to the character of district development.)
 - B. Direct new buildings to adhere to the spirit of the *specific plan design guidelines*, and to be compatible with the scale and character of its district. For example, in the 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 “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



Architectural details from historic Mission San Fernando Rey.

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.

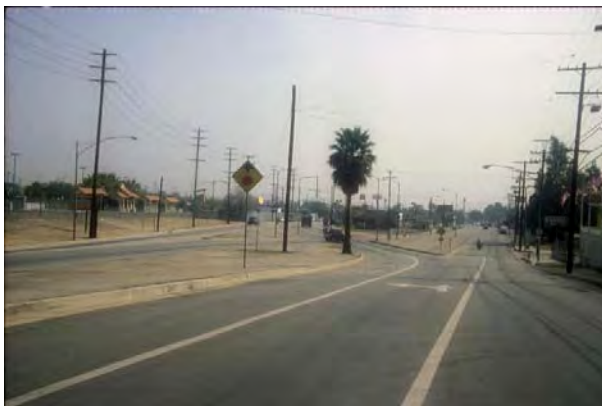
Secondly, a city district reinforces a place’s character. People grow to identify the community with memorable places. Each district is distinguished from other districts, with clear boundaries that let you know when you are inside and outside. One’s experience in the district forges an understandable 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



Maclay Avenue in the Maclay District.



Storefronts in Downtown.



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

sound - how lively a district feels, the hours it is used, and even the colors that permeate it - can further define one's understanding of a district. As a memorable and distinctive point of reference, a city district's identity is shared among individual members of a community, and reinforces their sense of belonging..

The Districts of the San Fernando Corridors

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

The policies for each city district are made up of controls on a set of uses, scale and intensity, as described in the Development Standards (Chapter 5); and recommendations for a complementary range of aesthetics, as described in the Design Guidelines (Chapter 6). 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 54 and 54. 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

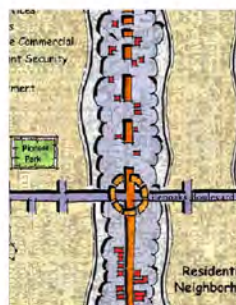
Neighborhood-serving mixed-use
development located at the intersection of
Maclay Avenue and Glenoaks Boulevard



Perspective Sketch (not to scale)



Existing
Development



Patterns of
Development &
Change



Revitalization
Strategy "A"



Opportunities
for Change





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
MacLay & 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, light 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 Plan 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, required frontage types, allowed architectural elements, required on-site open space, parking placement, and parking requirements and vary according to the zone applied to a parcel by the 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

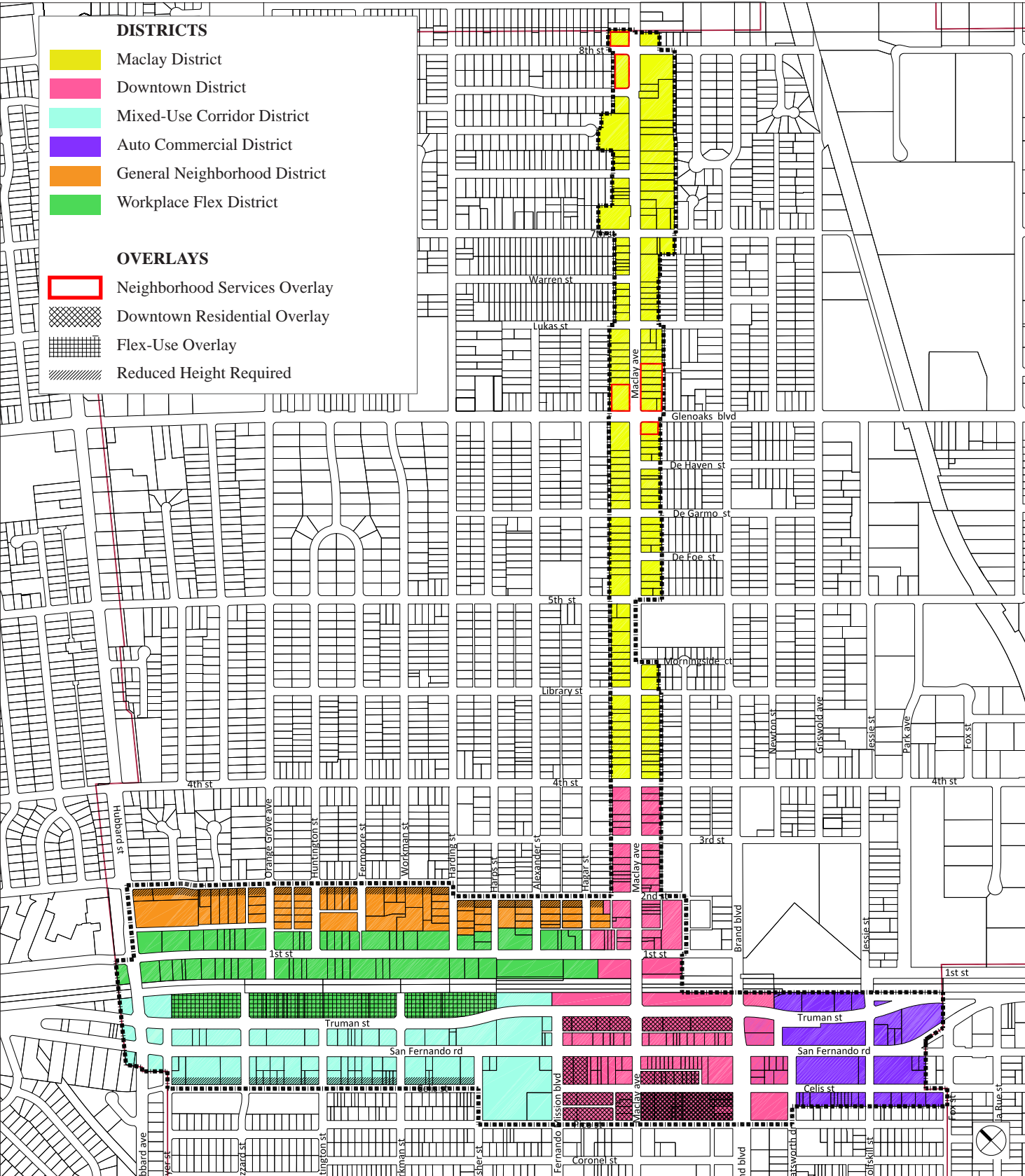
4.3. CHARACTERISTICS OF SPECIFIC PLAN DISTRICTS AND OVERLAYS

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 streetfront. Buildings that do not contribute to such activity, such as freestanding stores, automobile-oriented uses 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 from residential and office uses to retail stores and services and is dedicated to lively street-

FIGURE 4.1 - CITY LAND USE DISTRICTS AND OVERLAYS MAP



front activity, with commercial and mixed-use buildings located directly at the back of sidewalk and 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 and will also accommodate 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. Examples of 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 support the commercial and industrial uses of the city while providing appropriate areas for limited live-work and retail uses. The Workplace Flex District also 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, 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 increases 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 allowed by the underlying Workplace Flex designation, while also allowing the residential, office, retail, and service uses allowed under the adjacent Mixed-Use Corridor designation.

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 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. 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 2.4 (A).
 - ii. Alcoholic beverages may be served for on-site consumption ancillary to the operation of a sit-down restaurant, including micro-breweries, 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.
 - b. Adult Uses: Adult uses are subject to limitations of *San Fernando City Code* Chapter 106 Article VI, Division 2 (Section 106-1021 et seq.) Adult theaters, massage parlors and modeling studios, adult motels or hotels, or other adult entertainment uses are not permitted.
 - c. Bed and breakfasts providing lodging and meals for guests are 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.

- d. Live-Work and Home Occupations: Live-work and home occupations, where an occupation, hobby or profession may be conducted within a dwelling, are 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 chief planning official or designee.
 - iv. The maximum number of employees discounting the owner/occupant is limited to two.
- 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 chief public works official 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 Sales and Services	–	–	–	P	CUP[1]	–
Automobile Rental Agencies	–	–	–	P	CUP	–
Gasoline Refueling Service Stations	CUP	–	CUP	P	CUP	–
Manufacturing and Light Industrial Uses: All uses permitted within the M-1 Zone, including:						
Assembling	–	–	P	–	P	–
Assembly and Production Facilities	–	–	P	–	P	–
Manufacturing	–	–	P	–	P	–
Repairing	–	–	P	–	P	–
Research and Development	–	–	P	–	P	–
Testing	–	–	P	–	P	–
Warehousing	–	–	P	–	P	–
Wholesaling	–	–	P	–	P	–
Parking Structures and Facilities						
Privately-Owned	–	P[2]	P[2]	P	P	–
Publicly-Owned	–	P[2]	P[2]	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]	A minimum of 60% of street frontage shall be occupied by business uses with retail-type shopfronts.
[3]	Use permitted only on parcels that face Hubbard Avenue
[4]	Use permitted only within Downtown Residential Overlay and only on upper floors.
[5]	Drive-up window allowed subject to a conditional use permits and provided it will not interfere with pedestrian traffic or service along public streets.
[6]	Commercial uses shall maintain hours of operation between seven o'clock (7:00) A.M. and eleven o'clock (11:00) P.M
[7]	Within Neighborhood Service Overlay Areas: Use permitted only on ground floor.
[8]	Lobbies providing entrance to upper floor Residential and Lodging facilities may occur on the ground floor.
[9]	Use allowed only along north side of Truman Street and south side of First Street.
[10]	Use not permitted within 200 feet of railroad right-of-way.

TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
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 Assembly Uses						
Banquet Halls	-	CUP	CUP	–	–	–
Churches	CUP[3]	-	CUP	CUP	CUP	CUP[3]
Conference Facilities	-	CUP	CUP	–	–	–
Community Recreational Centers	CUP	-	CUP	–	-	P
Meeting Facilities	CUP	CUP	CUP	–	–	–
Movie Theaters	P	P	P	P	–	–
Public Clubs, Lodges, and Halls	CUP	CUP	–	–	–	–
Venues/Auditoriums for the Performing Arts	P	P	P	P	–	–
Residential Uses						
Accessory dwelling unit [10]	–	–	–	–	–	–
Apartments [10]	CUP	CUP[4,8]	CUP	–	–	CUP
Community Care Facilities/Small [10]	P	P[4,8]	P	–	–	P
Community Care Facilities/Large [10]	CUP	CUP[4,8]	CUP	–	–	CUP
Condominiums [10]	CUP	CUP[4,8]	CUP	–	–	CUP
Duplexes [10]	–	–	–	–	–	P

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Home Occupations in accordance with Division 9 of Article VI of the <i>San Fernando City Code</i>	P	P[4]	P	–	CUP	P
Live-Work	CUP	CUP[4,8]	CUP	–	CUP	–
Manufactured home as defined in <i>Health and Safety Code</i> Section 18007	–	–	–	–	–	–
Mobile Home Park	–	–	–	–	–	–
Primary single-family dwelling units, one per lot, in a permanent location	–	–	–	–	–	P
Single Room Occupancy	–	–	–	–	–	–
Supportive Housing [10]	CUP	CUP[4,8]	CUP	–	–	CUP
Townhouses [10]	CUP	–	CUP	–	–	CUP
Transitional Housing [10]	CUP	CUP[4,8]	CUP	–	–	CUP

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[5]	P [5]	–	–
Barber & Beauty Shops	–	P	P	P	–	–
Dry Cleaning	–	P	P	P	–	–
Interior Decorating Studios	–	P	P	P	–	–
Laundromat	–	P	P	P	–	–
Nail Salons	–	P	P	P	–	–
Photocopy Shops	–	P	P	P	–	–
Repair Shops	–	–	P	P	–	–
Shoe Repair	–	P	P	P	–	–
Video Rental & Sales	P[6,7]	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
Entertainments Uses						
Billiards/Pool Parlors	–	P	P	–	–	–
Bowling Alleys	–	–	P	–	–	–
Nightclubs	–	P	–	–	–	–
Skating/Skateboard Venues	–	–	CUP	–	–	–
Health and Exercise Clubs	P	P	P	–	–	–
Lodging						
Bed-and-Breakfasts	CUP	CUP[4,8]	CUP	–	–	–
Hotels, Motels	CUP	CUP[4,8]	CUP	CUP	–	–
Boardinghouses	–	–	–	–	–	–
Offices						
Administrative	P	P	P	P	–	–
Business	P	P	P	P	–	–
Design	P	P	P	P	–	–
Government	P	P	P	P	–	–
Medical and Dental	P	P	P	P	–	–
Professional	P	P	P	P	–	–
Social, Cultural or Public Services, including Public and Non-Profit Organizations.	–	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[9]	–
Bar, tavern, cocktail lounge, (Type 48 liquor license)	CUP	CUP	CUP	CUP	–	–
Drive-up and/or Drive-in Restaurants, including Restaurants in a Single Free-Standing Building	–	–	–	CUP[5]	CUP	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Full-Service Sit-Down Restaurants, including Walk-in Food Takeout Establishments	P[7]	P	P	–	P	–
Outdoor Dining, subject to encroachment permit	P	P	P	P	P	–
Retail Stores						
Antique Shops	–	P	P	P	–	–
Clothing Stores	–	P	P	P	–	–
Drug Stores and Pharmacies	P[7]	P	P[5]	P[5]	–	–
Electronic Equipment Stores	–	P	P	P	–	–
Florist Shops	–	P	P	P	–	–
Gift Shops	–	P	P	P	–	–
Grocery Stores	P[7]	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	–	–
Shoe Stores	–	P	P	P	–	–
Specialty Foods	–	P	P	P	–	–
Sporting Goods Stores	–	P	P	P	–	–
Service Commercial						
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	–

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TABLE 4.1 - LAND USE AND PERMIT REQUIREMENTS (CONTINUED)

Land Use	District					
	M	D	MUC	AC	WF	GN
Plumbing, Heating, Air Conditioning Equipment Supply and Repair	–	–	–	–	P	–
Plumbing Shops	–	–	P	P	P	–
Self Storage	–	–	–	–	–	–
Tool Sales and Rentals	–	–	–	–	–	–
Studios: Physical Activity and Instruction, including exercise and physical therapy, dance, martial arts, and similar activities.	P	P	P	P	P	–
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: Movie 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 <i>San Fernando City Code</i> , Chapter 106 (Zoning), Article VI, Division 10 (Section 106-1271 <i>et seq.</i>	P	–	–	–	–	CUP
Performing and Fine Arts	P	P	P	P	P	–
Vocational Training for Trades	P	P	P	P	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:

- Courtyard recess is enclosed by buildings on three sides, with storefront entrances and windows fronting onto the courtyard.
- Courtyard recess extends no longer than 60' along the front property line.
- 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 II.4.2.A of the Design Guidelines (Chapter 5):

- 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	3.0	3.0	2.0	–
b. Residential Mixed-use	1.5[2]	3.5[3]	3.0	–	2.0	–
2. Residential Density (dwelling units/acre)						
a. Minimum	12	24[3]	24	–	–	–
b. Maximum	37	50[3]	37	–	18	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	–	–	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	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.

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 sloped roof that is architecturally integrated within the building design.					

C. Setbacks

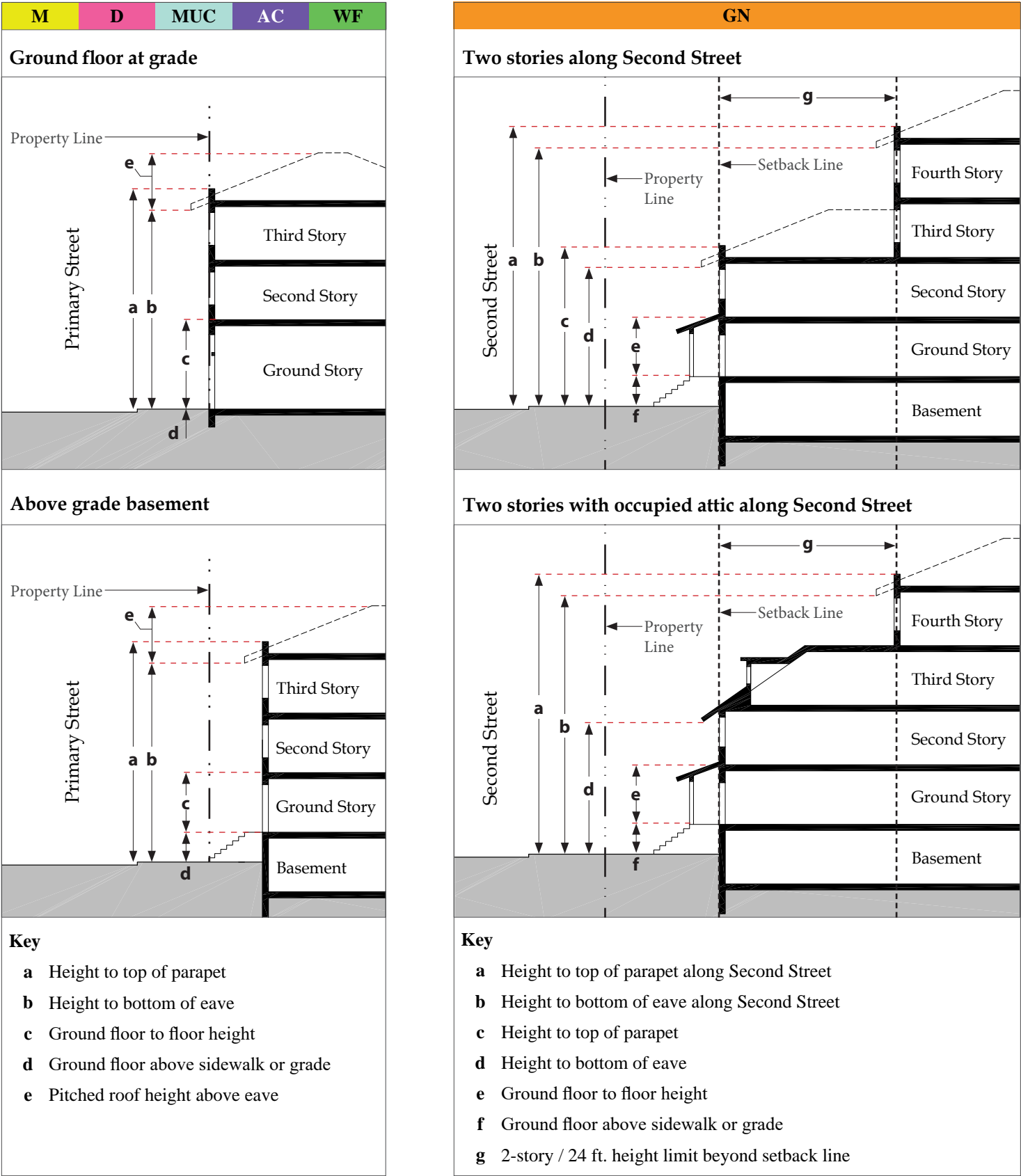
1. Primary Street Setback						
a. Non-Residential (ft.)	0 [2]	0	0	15 min.	6 min.	–
b. Residential (ft.)	15	5 min.	10 min.	–	10 min.	20
c. At-Grade Parking Lot	15 min.	5 min.[5]	6 min.	6 min.	6 min.	–
d. Freestanding Parking Structure	15 min.	0	6 min.	6 min.	6 min.	–
2. Side Street Setback						
a. Non-Residential (ft.)	0 [2]	0	0	15 min.	0	–
b. Residential (ft.)	5 min.	5 min.	5 min.	–	5 min.	–
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]	5 min. / 15 max.	0	–
b. Residential (ft.)	0 [2]	0 [6]	5 min. / 15 max.	–	5 min. / 15 max.	–
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.

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



- 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.**
 - e. 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.
 - f. 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.**
 - 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. Com-

mon 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. **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 2000 square feet of ground floor retail space constructed, and a minimum of one hundred (100) square feet of publicly accessible open space for every 1000 square feet of office space constructed. Open space provision shall not include required setback areas. Open space may be constructed on- or off-site, or be satisfied through payment of an inlieu 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 below Subsection "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 the installation of 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.

4. 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 within structural enclosures.

5. 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 on 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 chief public works official.

2. On-site utilities. All on-site utilities shall be placed underground unless specified otherwise by the chief public works official.

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 logos 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 useable wall area below the

sign band. Wall signs may not project more than four inches from a building, and may not extend above the roofline or parapet wall of the building.

- (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 chief planning official 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: 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 Districts: 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 chief planning official.
 - f. Identification signs: Identification signs for residential uses (i.e. those identifying multiple dwellings or roominghouses) 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. 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.
 - h. To allow for creative signing solutions, the Community Development Director may issue a permit for a sign that is not specifically permitted or 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. Sign Area.
- 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 ten-ant 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 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. Sign Content.

- a. Signs displayed pursuant to this section shall refer only to businesses or occupants located on the premises where the signage is located and only to products and/or services available on the premises.
- b. Each business or building occupant with exterior sign display shall include within its sign

content the name of the business or occupant in letters of the roman alphabet that are at least six inches in height, and that are legible to the public and to emergency service responders.

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

4.7. VEHICULAR PARKING STANDARDS.

1. Required number of parking spaces.

- 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 planning 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. Off-Street Parking Lots and Structures.

- 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 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.).

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 Sales and Services	3.3 spaces per 1,000 sf
Automobile Rental Agencies	3.3 spaces 1,000 sf
Gasoline Refueling Service Stations	—
Manufacturing and Light Industrial Uses	
Assembling	3.3 spaces 1,000 sf
Assembly and Production Facilities	
Manufacturing	
Repairing	
Research and Development	
Testing	
Warehousing	
Wholesaling	
Parking Structures and Facilities	
Privately-Owned	None required
Publicly-Owned	None required
Public Uses	
Civic and Cultural Facilities	2.5 spaces per 1,000 sf
Libraries	
Public Recreation Facilities	
Museums	
Art Galleries	
Public and Institutional Uses	1 spaces per 10,000 sf of net land area
Open Spaces, including Parks and Playgrounds (min. spaces / 10,000 sf 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

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Public Assembly Uses	
Banquet Halls	1 space per 5 fixed seats, or 20 spaces per 1,000 sf
Churches	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	
Meeting Facilities	
Public Clubs, Lodges, and Halls	
Venues/Auditoriums for the Performing Arts	
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
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	

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Retail, Service, Entertainment, Lodging and Office Uses	
Business and Personal Service Shops	2.5 spaces per 1,000 sf
Adult Businesses: Merchandise Sales	
Banks, Credit Unions, Loan Companies, Title Companies	
Barber & Beauty Shops	
Dry Cleaning	
Interior Decorating Studios	
Laundromat	
Nail Salons	
Photocopy Shops	
Repair Shops	
Shoe Repair	
Video Rental & Sales	
Entertainments Uses	3.3 spaces per 1,000 sf
Billiards/Pool Parlors	
Bowling Alleys	
Nightclubs	
Skating/Skateboard Venues	
Health and Exercise Clubs (/ 1,000 sf)	5 spaces per 1,000 sf min; 10 spaces per 1,000 sf max
Lodging	1.125 spaces per unit min. (one space for each living or sleeping unit, plus one space for each 10 such units)
Bed-and-Breakfasts (min.)	
Hotels, Motels (min.)	
Rooming and Boardinghouses	
Offices	2.5/1,000 sf min.; 5/1,000 sf max
Administrative	
Professional	
Government	
Business	
Social, Cultural or Public Services, including Public and Non-Profit Organizations.	5/1,000 sf min.; 10/1,000 sf max.
Medical and Dental	
Business	2.5/1,000 sf min.; 5/1,000 sf max

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
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)	
Drive-up and/or Drive-in Restaurants, including Restaurants in a Single Free-Standing Building	
Full-Service Sit-Down Restaurants, including Walk-in Food Takeout Establishments	
Outdoor Dining	
Retail Stores	
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	
Hardware Stores	
Jewelry Stores	
Music Stores	
Pet Supply Stores	
Photographic Equipment and Supply Stores	
Shoe Stores	
Specialty Foods	
Sporting Goods Stores	
Service Commercial	
Contractor Supply and Home Improvement Stores	5 spaces per 1,000 sf
Electrical Supply	
Equipment Sales and Rentals	
Film Laboratories	
Home Furnishings, Hardware and Appliance Sales and Repair	
Plumbing, Heating, Air Conditioning Equipment Supply and Repair	
Plumbing Shops	
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

TABLE 4.3 - VEHICULAR PARKING REQUIREMENTS (CONTINUED)

Land Use	Off-Street Parking Required
Studios: Art and Design	
Artist Studio - all media	2 spaces per 1,000 sf
Photography Studio	
Studios: Movie and Television	
Post-Production Studios	2 spaces per 1,000 sf
Recording Studio	
Television, Movie, and Media Arts Production Studio	
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

4.9. MUNICIPAL CODE STANDARDS

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

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 insure 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

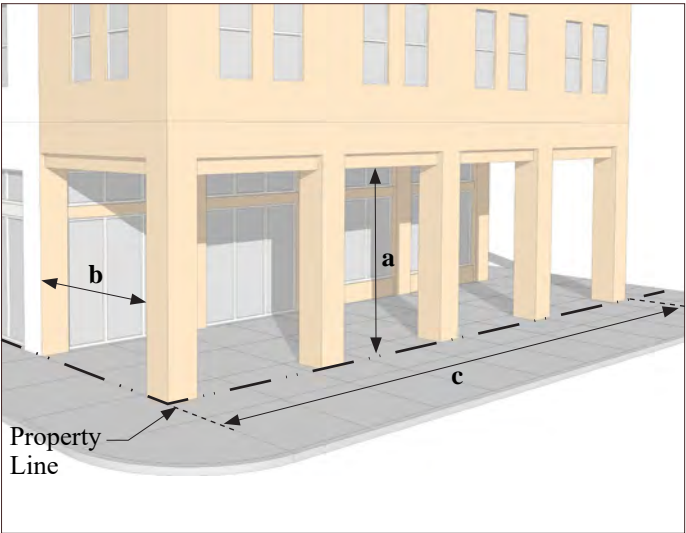
1. **Description.** Arcades are facades with a ground floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the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



Illustrative Photo

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 Shop-front 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

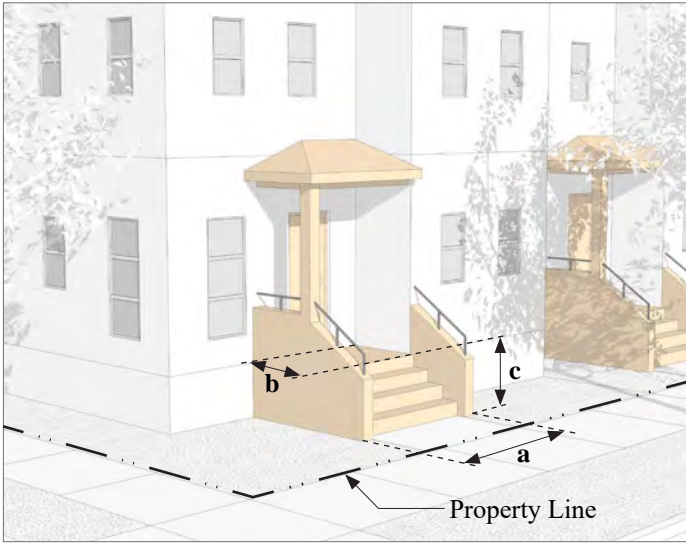


Illustrative Photo

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

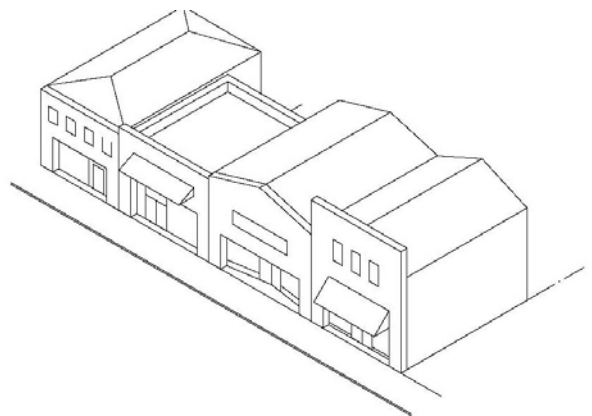
1. **Building Siting and Orientation.** Buildings should be sited to define the street edge of the Maclay and San Fernando corridors in the Downtown District, by establishing a continuous building wall along their primary street frontages.
 - a. Buildings should orient towards their primary street frontage,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



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

- b. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street. Frontages should be public in nature and open to view from the street.
- 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.



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.

horizontal or vertical proportions), and/or operating types (e.g. single-hung, multi-pane, etc.) to create variety. Windows 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. Horizontal Mass - Residential Buildings within the Mixed-Use Corridor Sub-District.

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

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 façade.

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 façade.

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

- 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. **Corner Buildings.** Buildings located at intersections should be designed to define and give prominence to the corner on which they



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.

are sited, by acknowledging both street facades with façade articulation and detail. Techniques 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. 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.

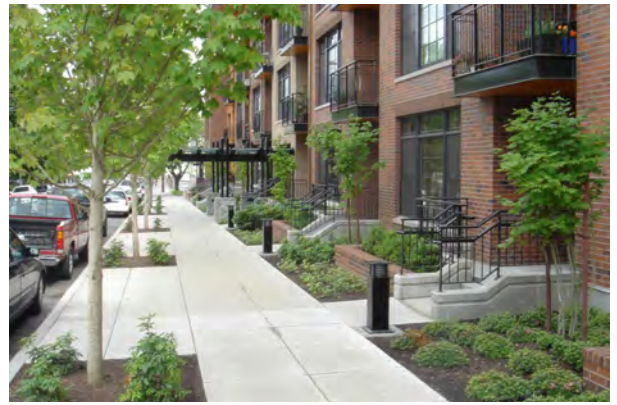
6. Main Entrance. The main entrance of a building should be located along the primary street façade of the building, fronting Maclay Avenue, Truman Street or San Fernando Road. At buildings that have frontage on both Truman Street and San Fernando Road, main entrances should face onto San Fernando Road.

- 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.

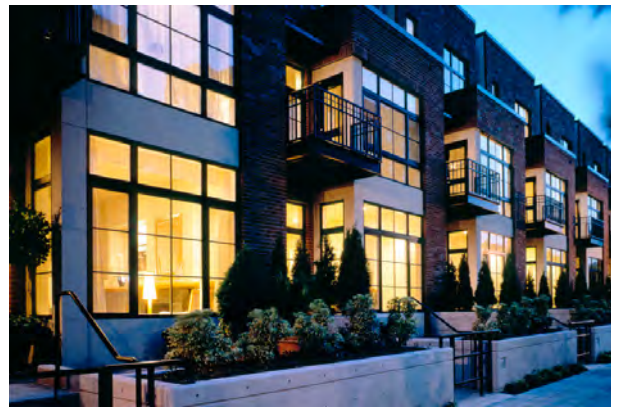
- i. Accented by architectural elements that are “residential” in character, such as small windows above the door, sidelights, and ornamental light fixtures, front stoops or plantings.
- ii. Indicated by a recessed entrance, for example a vestibule or lobby.
- c. At residential buildings within the Mixed-Use 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. Accessory Buildings and Additions. Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

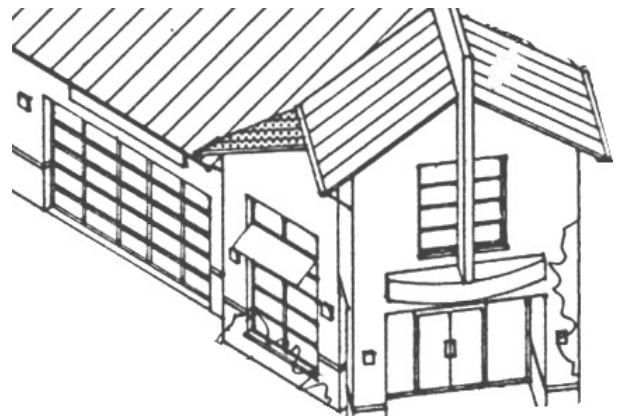
- a. The existing siding should be carried onto the addition or building.
- b. Buildings should include articulation in the form of windows and doors, in the same style as the main structure.
- c. Additions should continue the existing roofline. Buildings should follow the roof style of the main building.



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.

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

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

Projects should draw from San Fernando’s history, and the best of its building traditions. Much of San Fernando’s architectural character is derived from the San Fernando Rey Mission founded in 1797. The primary influences of this era are reflected in the city’s significant public and civic buildings, which draw heavily upon Mission, Spanish Colonial Revival, Mediterranean and even Monterey styles. Other architectural styles that are found elsewhere in San Fernando and may be appropriate to the Downtown District include traditional early 20th century commercial buildings, Craftsman, and Art Deco. Below are a list of features from San Fernando’s most common commercial architecture styles:

1. Elements of Mission architecture.

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



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. Elements of Spanish Colonial Revival architecture.

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

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
- Courtyards
- Carved stonework or cast ornaments
- Patterned tile floors and wall surfaces
- Flat roof and parapets, or a hipped roof

4. Elements of the Monterey style.

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

5. 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

6. Elements of the Early 20th Century Commercial style

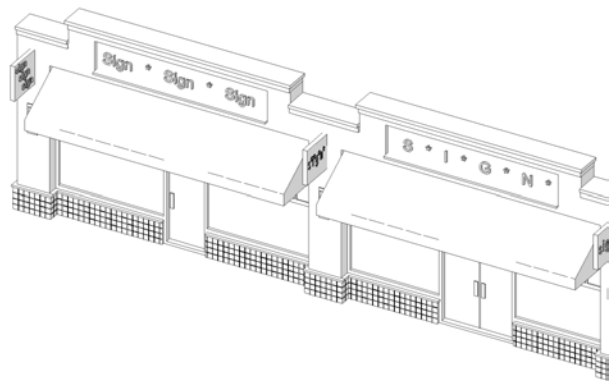
- Flat or slightly pitched roof
- Brickwork or corbels along the cornice or parapet
- Recessed entrances
- Clerestory and transom windows

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 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 along architectural elements such as cornices, or on portions of buildings or walls. Accent materials in-



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.

clude stucco, brick and wood, 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. 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 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 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.
- 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.
 - At upper stories, windows should encompass a *minimum* of twenty-five percent (25 %) of each floor's facade.
 - 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).
 - 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.
 - Window frames should not be set flush with walls. Glass should be inset a minimum of two (2) inches from the exterior wall and/or frame surface.
 - At 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.
 - 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.
 - Shaped frames and sills, detailed with architectural elements such as projecting sills, molded surrounds, and/or lintels (for example horizontal beams bridging the opening), should be used to enhance openings and add additional relief. They should be proportional to the glass area



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



Horizontal ornament can be used as facade decoration.

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. 10. Deeply tinted glass or applied films should not be used. If tinted glazing is used, light tints and green, gray and blue hues are recommended.
- k. 11. Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

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

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

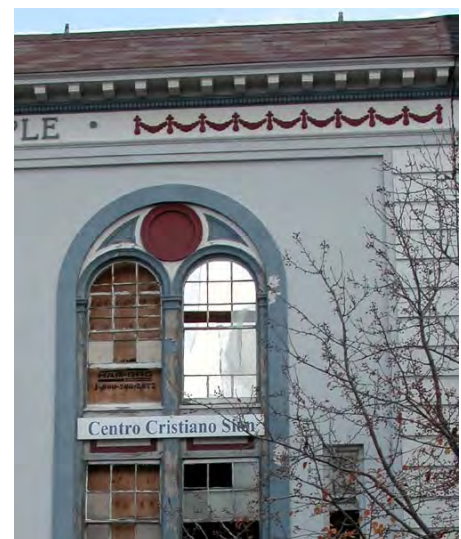
- a. Awnings, trellises, canopies, and other building-mounted accessories over storefronts. Single, discrete awnings should be used for each storefront or building bay, rather than one continuous run-on awning. These items should be located above the display windows and below the storefront cornice or sign panel, and include:



Flat roofs should be edged with architecturally profiled cornices,



... or with shaped parapets.



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

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



Terra Cotta or concrete tile roofs are recommended.



Asphalt, slate or cement shingles may also be used.

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.

- 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 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 (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.

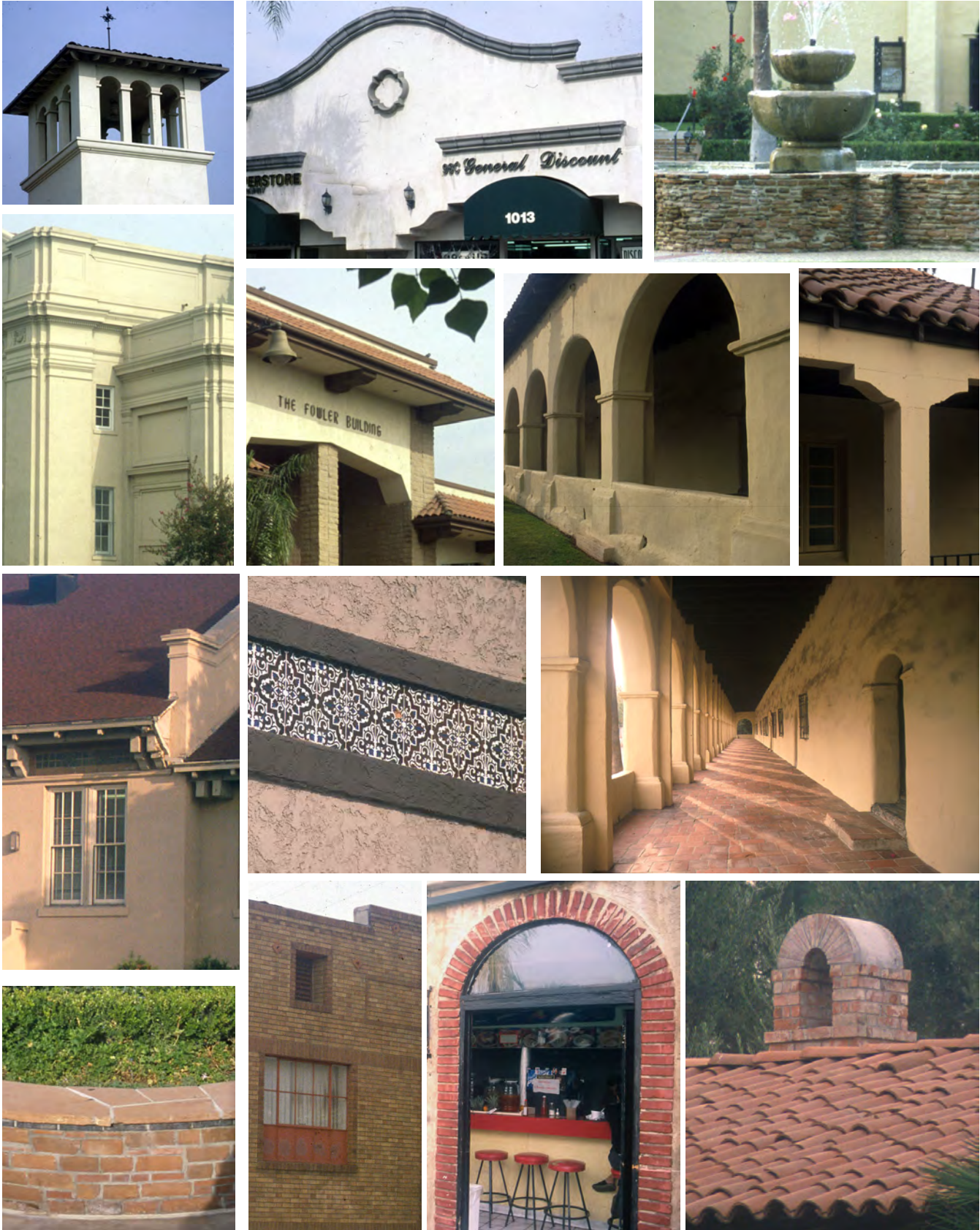
- c. The location, spacing, materials, and colors of down-spouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

F. COLOR

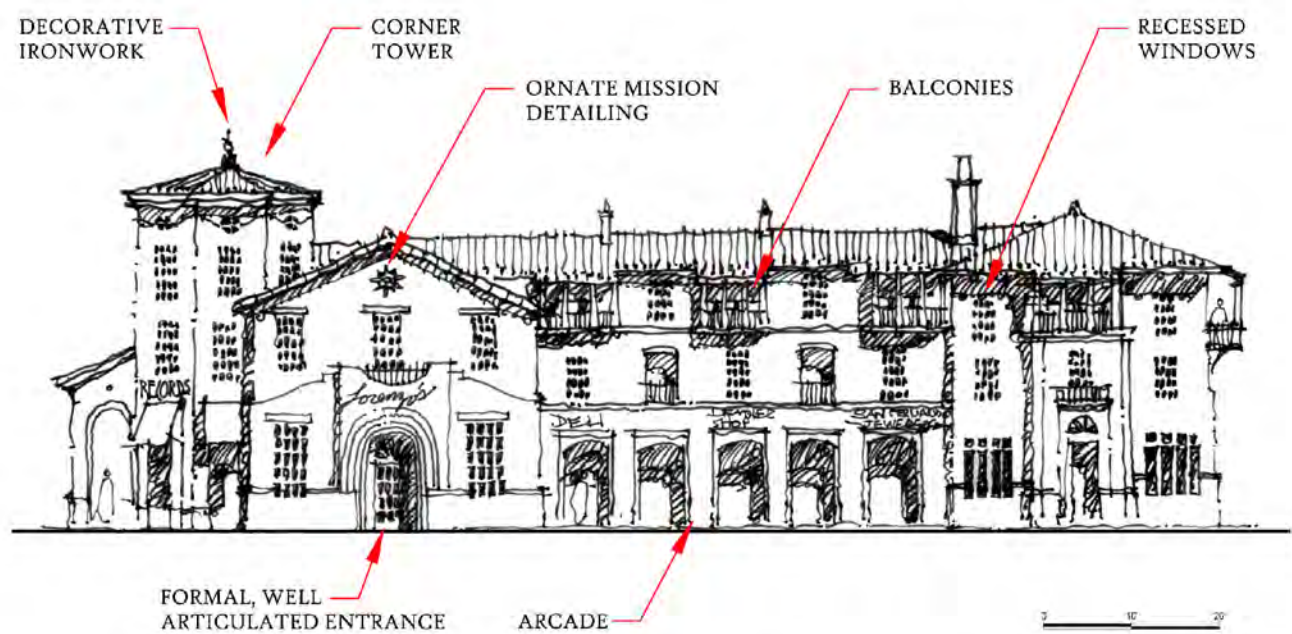
1. Consistent Color Palette. A consistent color palette is recommended for the Downtown District, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

- 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 doorframes, storefront elements and similar features. They may also be used sparingly at fabric awnings, banners, window frames, or special architectural details. Secondary and accent colors may be stronger, and more saturated in hue than primary colors - accents of deeper reds and dark browns are recommended, as shown on the color palette that follows on page 90. 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 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. **Building Siting and Orientation.** Buildings should be sited to define the street edge of the Maclay corridor, by establishing a strong building wall along the street frontage.
 - 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 facade 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. **Horizontal Mass.** Buildings in the Maclay District should be horizontal in massing, and where possible should have a greater length than height. The overall mass of buildings should be subdivided to modules that express the individuality of each unit, or group of units. Each module should use building volumes or architectural features such as wall breaks, projections, distinct color schemes and individual roof treatments to distinguish them from the larger mass of the building. Modules should occur at a maximum of every fifty (50) feet across the façade. Some methods of breaking up horizontal mass are noted below.

- 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.

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

- 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).
- 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.



Individual roof forms can be used to denote individual units.



A front porch can create a base for the building.



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. **Corner Buildings.** Buildings located at intersections should be designed to emphasize the corner on which they are sited, by acknowledging both street facades with façade articulation and detail.
 - 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. **Main Entrance.** The main entrance of a building should be located along the primary street façade of the building, fronting Maclay Avenue. Entrances should be designed to be consistent with the overall architectural style of the building.
 - 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. **Accessory Buildings and Additions.** Accessory structures include any structures subordinate to the primary building, such as garages, storage facilities and other ancillary buildings. Their design should be consistent with the prevailing architectural style of the primary structure, and should incorporate the following design components:

- 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 feet.

ty (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. 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
- 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 the Monterey style.

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

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.**

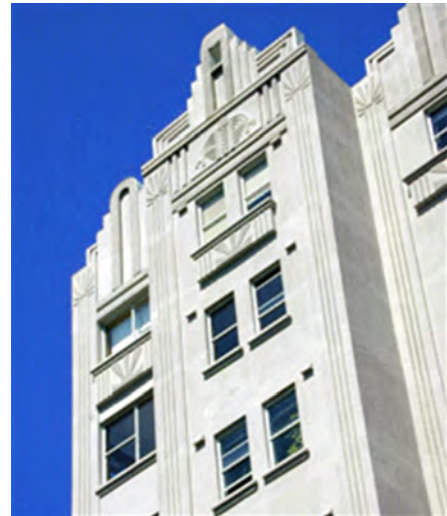
- Asymmetrical facades
- Elaborate spindlework ornamentation
- Corner or curved towers
- Extensive, wrap around porches on the first floor
- Surfaces with a variety of patterning, i.e. clapboard or patterned shingles Protruding bay windows
- Steeply pitched roofs

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.



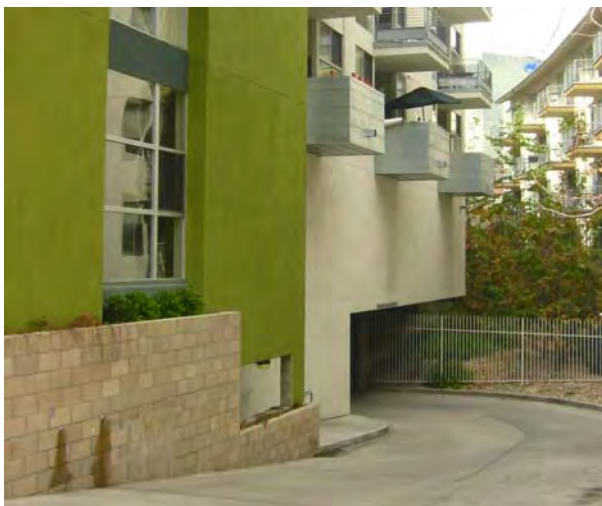
A residential example of Streamline Moderne.



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.

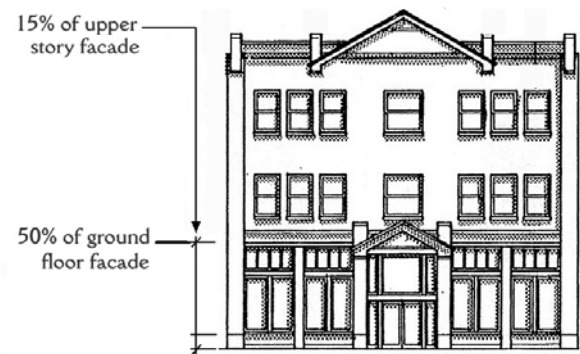
9. Elements of the Streamline Moderne style.

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

D. FACADE COMPOSITION

1. **Building Materials.** A variety of detail is recommended for buildings in the Maclay District, to contribute to a neighborhood character, where each building has its own, highly personalized detail and design elements. Where appropriate, combinations of surfaces and textures may be used to achieve this variety.
 - 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 bull-nose 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 antigraffiti 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. **Windows.** Windows should be grouped so that they recognizably belong to a building module or volume, and create a recognizable composition within each unit with a clear hierarchy of major and minor windows, rather than being repeated uniformly across a wide façade with multiple components.
 - 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 di-vided 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. **Doors.** Doors should match or complement the materials, design and character of the primary building; for example ornate carved doors at Mediterranean style homes, and simply styled doors with subdued ornamentation at Craftsman style residences.
- 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. **Openings and Façade Elements.** Other design elements may be used in coordination with windows and doors, to create a consistent effect of openings across the facade wall. Openings and façade elements should be organized along the façade so that each grouping is recognizable as belonging to an individual unit or module of units.
- 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



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.

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 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 113. 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 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 workplace and mixed-use buildings that are envisioned for the Workplace Flex District should reflect their setting, along First Street, which provides a direct connection between Maclay Avenue's retail offerings, the Civic Center, and the Metrolink Station. Their design should be simple and dignified, appropriate to both the uses the buildings serve as well as to the First Street's workplace character. The Guidelines that follow will ensure that they reflect the working qualities of the Workplace Flex Distr

ict, 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 appropriately 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



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



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



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



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



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



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

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

a. Vertical Architectural Features:

- i. Use large-scaled vertical piers, pilasters or columns to interrupt the length of a façade. 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 façade.

3. Vertical Mass. Buildings in the Workplace Flex District may be subdivided across the horizontal plane, to create a base treatment that assists in visually establishing a human scale for pedestri-

an 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:

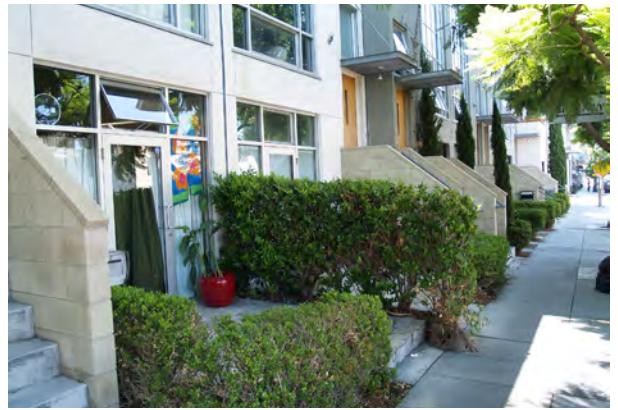
- a. A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back, and openings within the base are seen to be more deeply recessed.
- b. A material and/or color change of the base wall relative to the building wall above. The base material should 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.

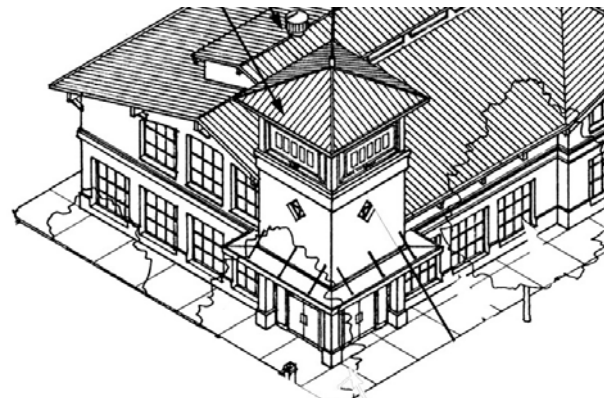
- a. The main entrance of a building should be located at the primary street façade of the building, and should be architecturally treated in a manner consistent with the building style.



Live-work units with the residential portion accessed by stoops.



A 3-story live-work building clad in brick over a cast-in-place concrete base.



Recommended corner treatments include the creation of a corner tower with a special roof.



The main entrance of a building should be located at the primary street façade of the building.



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

- 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;
 - 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 and to live-work 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.
- d. At live-work buildings, multiple entrances are recommended on the front façade. Entrances should be coordinated with the architectural elements described in “Horizontal Mass”, above. The following elements are recommended for live-work entrances:
 - i. Raised stoops, open porches, and/or entrance vestibules to increase the privacy threshold between street and residential portion of the live-work unit. At attached residences, these should correspond to the vertical modules of units.

- ii. Low hedges, fences and/or entry gates to separate private front yards from the public sidewalk. Chain link fences should not be used.
- iii. Ornamental lighting along walks and drive-ways to highlight entrances and enhance security.
- iv. A rise in grade (of two to three feet) from the public roadway to the live-work unit, to protect the privacy of the residential uses.
- v. Special landscape materials to define front yard spaces and/or accent the entry sequence.

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

- 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.

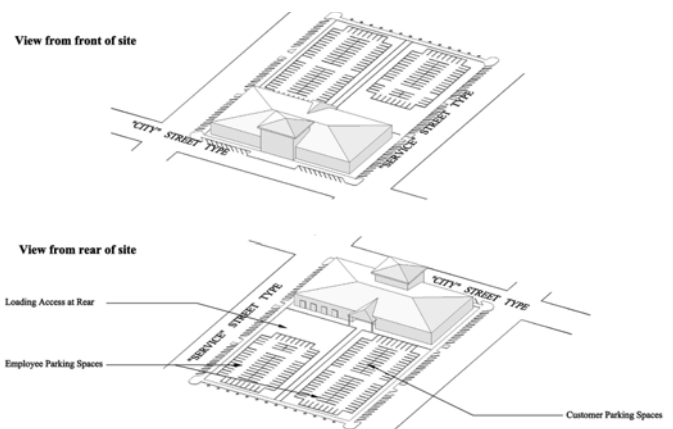
7. Loading and Service Entrances.

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.



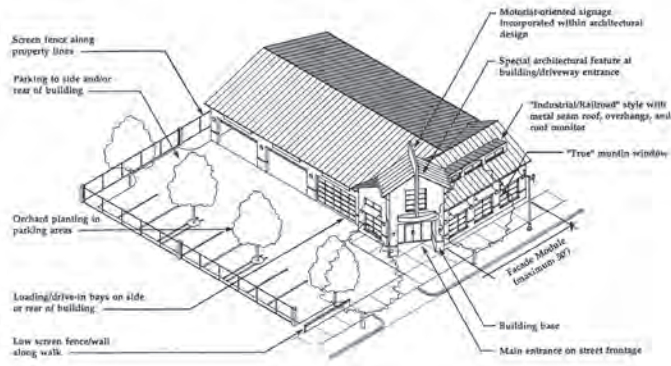
Vertically street-oriented windows arrayed in a traditional pattern.



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 light 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.

- 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 streetfront.
- 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.
- 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 commercial and mixed-use corridor buildings in the Workplace Flex District. Buildings may reference existing styles along Truman Street and First Street, which include an eclectic mix of modern, traditional workplace and industrial building types to Spanish-influenced styles. In general, buildings should have a simple straight-forward character, with clean lines and detailing. Ornament should be used where appropriate, in a manner that is consistent with the overall building style. Each building should contribute to a unified, identifiable image for the district, through the use of similar and/ or complementary colors, materials and roof forms.

The following features are appropriate for use on buildings in the Workplace Flex:

- A restrained use of materials (i.e. usually one primary material), ranging from solid materials such as stucco, brick masonry, manufactured or natural stone, and precast concrete; to more visually dramatic materials such as architectural metal, glass and steel;
- Restrained building decoration, such as molded decoration, cornice lines, or articulation of the structural framework;
- Dark timberwork, or other use of accent materials;
- Flat roofs topped by decorative or capped parapets, pediments or cornices;
- Very low-pitched sloped or shed roofs; and
- Clay and concrete roof tiles, metal roofing.

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).



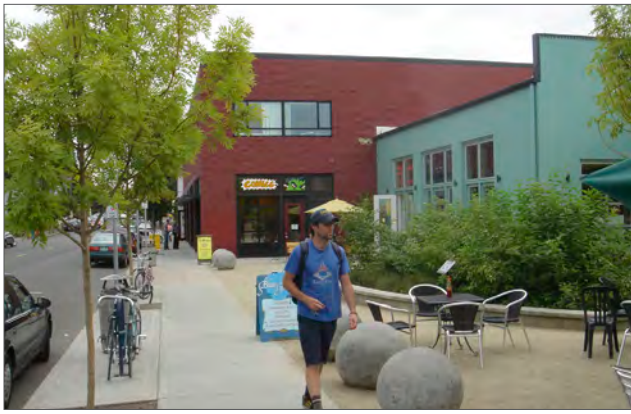
Buildings may reference the Spanish-influenced styles for newer workplace and industrial buildings.



Materials ranging from stucco to brick masonry are appropriate for buildings in the Workplace Flex District.



A contemporary building with brick cladding and large architectural glass.



A new brick mixed-use office building next to an existing light industrial building.



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

- 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.
 - 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 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.
 - 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.



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



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



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



The facade of this light industrial buildings incorporates the goods that are sold within: doors and windows of different sizes and shapes.



The continuous plate glass windows of this auto repair shop provide views into the repair space.



Brick light industrial buildings with large windows.

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.
 - e. Clear glass is recommended. Reflective glazing should not be used. Nonreflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
 - 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. **Doors.** At doors leading to workplace and commercial buildings, doors should be simple in style, with clean lines that are appropriate to the buildings’ style.
 - 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 be 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. **Openings and Façade Elements.** Buildings should maintain consistency across their façades. The overall effect of openings should create a harmonious pattern across the street wall.

- 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 façade.
- 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 façades. 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



Doors should be simple in style, with clean lines that are appropriate to the building's style.



Window openings should create an ordered composition across the facade.



An industrial building with contemporary saw-tooth roof form



A contemporary building with skeleton frame canopy.



Canopy made of wooden slats on their sides providing shade but not protection from rain



A metal light industrial building with a gabled roof.

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

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: 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 corru-

gated 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. **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. 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 screened from view by architectural enclosures such as parapet walls or other screening treatment.



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

COLOR PALETTE



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



A 3-story multi-family housing project fits into the existing 1-story building fabric by placing the third-story within an attic space that is lit by dormer windows.

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



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.

- 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. Accessory Buildings and Additions.

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

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



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.

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 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. Elements of the Victorian (Queen Anne and Eastlake) style.

- 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 Streamline Moderne style.

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

D. FACADE COMPOSITION

1. Wall Materials.

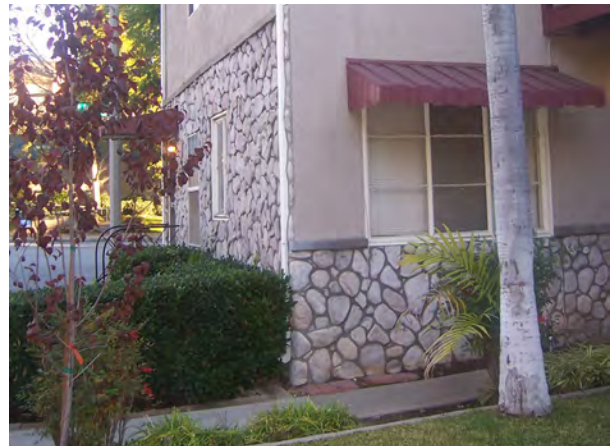
- Materials.* A variety of detail is recommended, to contribute to a neighborhood character, where each building has its own, highly personalized detail and design elements. Where appropriate, combinations of surfaces and textures may be used to achieve this variety.
- Primary materials are those that clad the main building walls. Materials to be used as the primary cladding include:
 - 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.
 - 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.



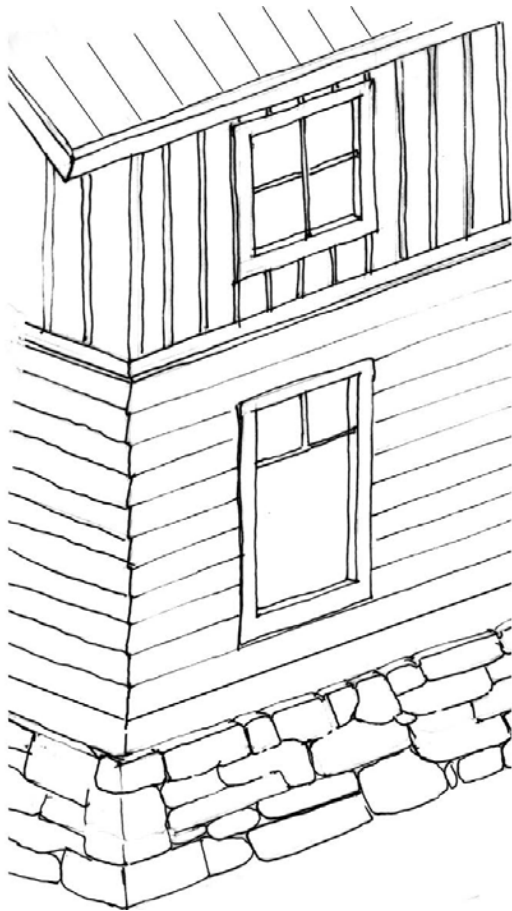
Brick veneer wraps the corner and is detailed to look like load bearing masonry.



AVOID: Stone veneer that does not wrap the corner gives away the fact that is an applied veneer.

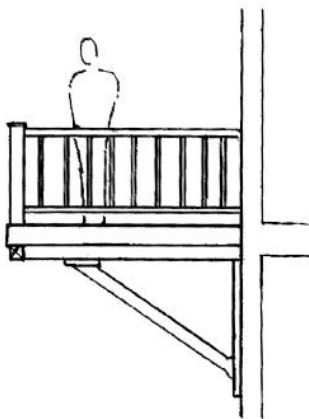


The vertical joints between the board and batten siding and stucco of this building occurs at the inside corner.

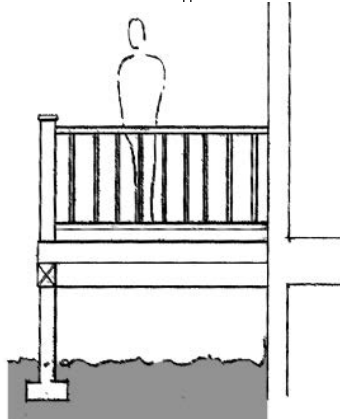


Lighter weight materials are placed above more substantial materials, in this case wood above stone

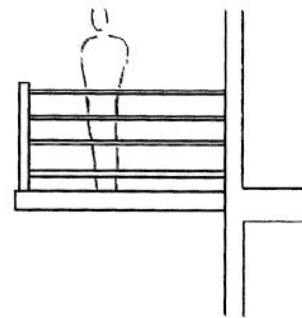
- c) **Concrete Block:** Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a site work material; precision concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different 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.



Visibly supported



Visibly supported

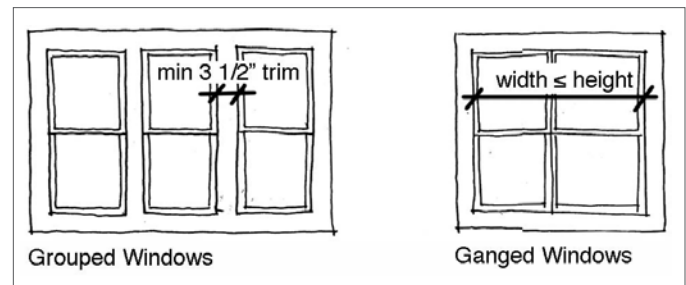


AVOID: NOT visibly supported

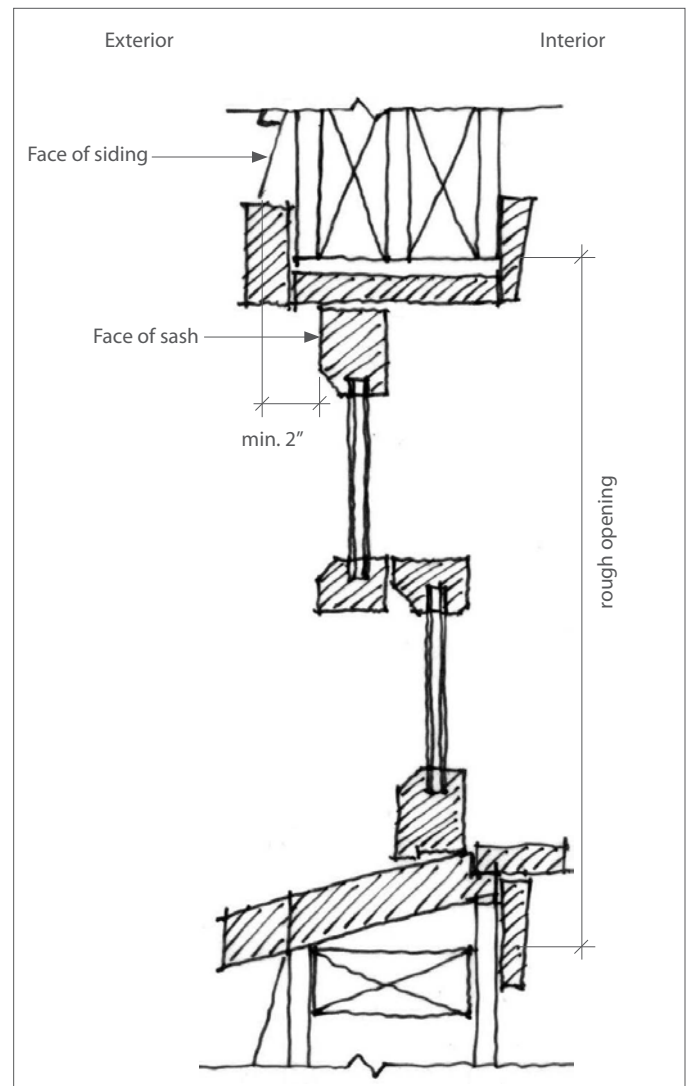
Visible support of existing elements.

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

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

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

4. Openings and Façade Elements.

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

- 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. **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



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



A white Mediterranean style building with painted base.

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 multi-story 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 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

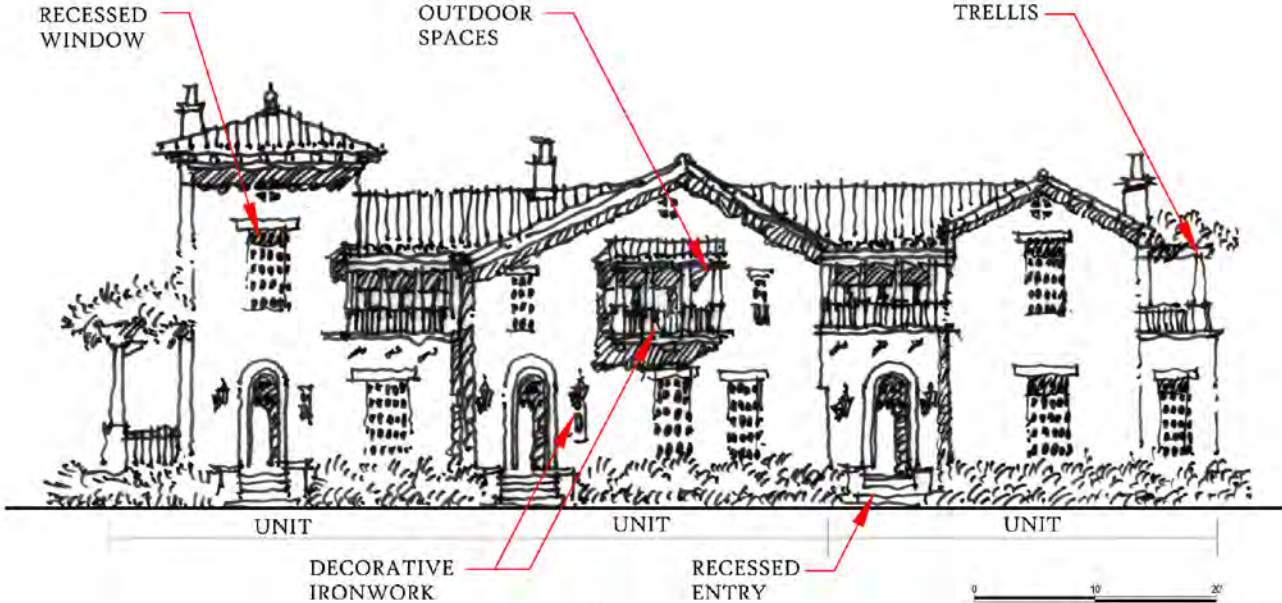
1. Consistent Color Palette. A consistent color palette is recommended, to ensure that new buildings are compatible with existing buildings. An example of the color range that falls in this palette is shown on the following page.

- 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.
3. For tiled roofs, red and terra cotta colors are recommended. For shingle and other roof styles, grey or earth tones are recommended. Light colored roofs may also be used to reduce solar radiation; these should be 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. **The Maclay District.** The Maclay District is primarily a residential neighborhood, and signage for its non-residential uses should be compatible with this character. In order to maintain residential compatibility, signs in this district are limited to building-mounted and wall signs. "Neighborhood Services Overlay Areas" are intended to be pedestrian centers for their neighborhoods; therefore signage in these centers should be visible to residents who walk from nearby neighborhoods as well as to customers driving by, and follow the general character prescribed for the Downtown District (below).
2. **The Downtown District.** The Downtown District is the "center of the city" for the neighborhoods of San Fernando. This district will be the meeting place for San Fernando's community, and its sidewalks will serve as the city's living room. Thus, 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. **The Mixed-Use Corridor District.** 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. **The Auto Commercial District.** Where free-standing signs are used, they should not be excessively auto-oriented; new pole-mounted signs and billboard advertising are not appropriate.
5. **The Workplace Flex District.** The Workplace Flex District supports the continued functioning and expansion of the City's light industrial, workshop, and large-scale commercial sectors. It also accommodates live-work uses, subject to a conditional use permit. The Workplace Flex District provides a framework for creating a more inviting pedestrian, bicycle, and vehicular connection along First Street between the Metrolink Station and Maclay Avenue's "main street" the Civic Center, and along Truman Street between the Metrolink Station and the City Center. Signage should be visible from vehicles and should also be oriented towards pedestrians and in general, should be designed as part of the building's architecture, incorporated into the building or located on prominent architectural features.

B. DESIGN GUIDELINES

1. **Architectural Compatibility.** Signs should be coordinated with building architecture, using complementary and consistent forms, shapes, materials, colors and lighting. They should relate to the primary building by using complementary and consistent forms, shapes, materials, colors and lighting. They may also reference existing building styles such as Mission, Spanish Colonial Revival, and Mediterranean architectural styles.
 - 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. **Materials.** Materials should convey a high-quality appearance, and work with the overall palette of the building’s architecture. Materials should be durable; materials that deteriorate quickly such as paper and light-weight cloth are not suitable for exteriors and should not be used. Acceptable materials include:

- 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. **Lighting.** The lighting of signs should be considered as an element in a building’s overall architectural and lighting design. Signs illuminated by direct light sources are recommended.
- 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. **Colors.** Colors of signs should relate or contribute to the overall building design. They should be chosen with regard to the primary building colors, and should relate to or contrast with the primary color to create a well-thought out building color scheme. Signs are good locations for stronger, brighter accent colors, especially in pedestrian-oriented districts like the Downtown District.
- 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 duston 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. **Fences.** 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. **Walls.** Wall elements should be designed to strongly relate to the architectural style and materials of the principal building(s), and be divided into regular modules that relate to the architectural scale of the principal building(s). Creativity and variety in design is encouraged.

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 exposed wall surfaces

3. Piers. 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. **Site Furnishings and Equipment.** 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. Bicycle Racks.

- 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 to-



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.

wards 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 microclimate.
- 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.



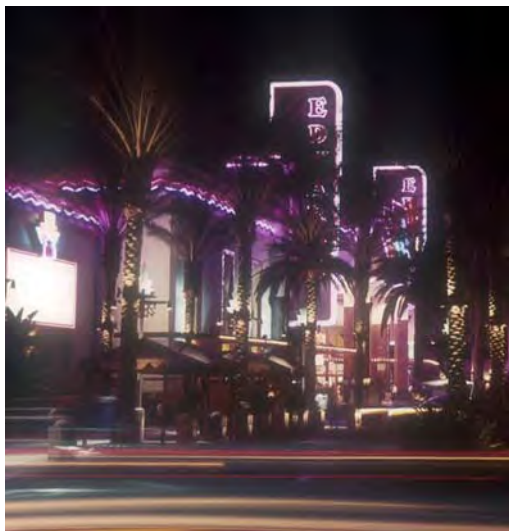
Lighting fixtures and mounting should be designed as a part of building architecture.



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. **Luminaire Type.**

- 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.

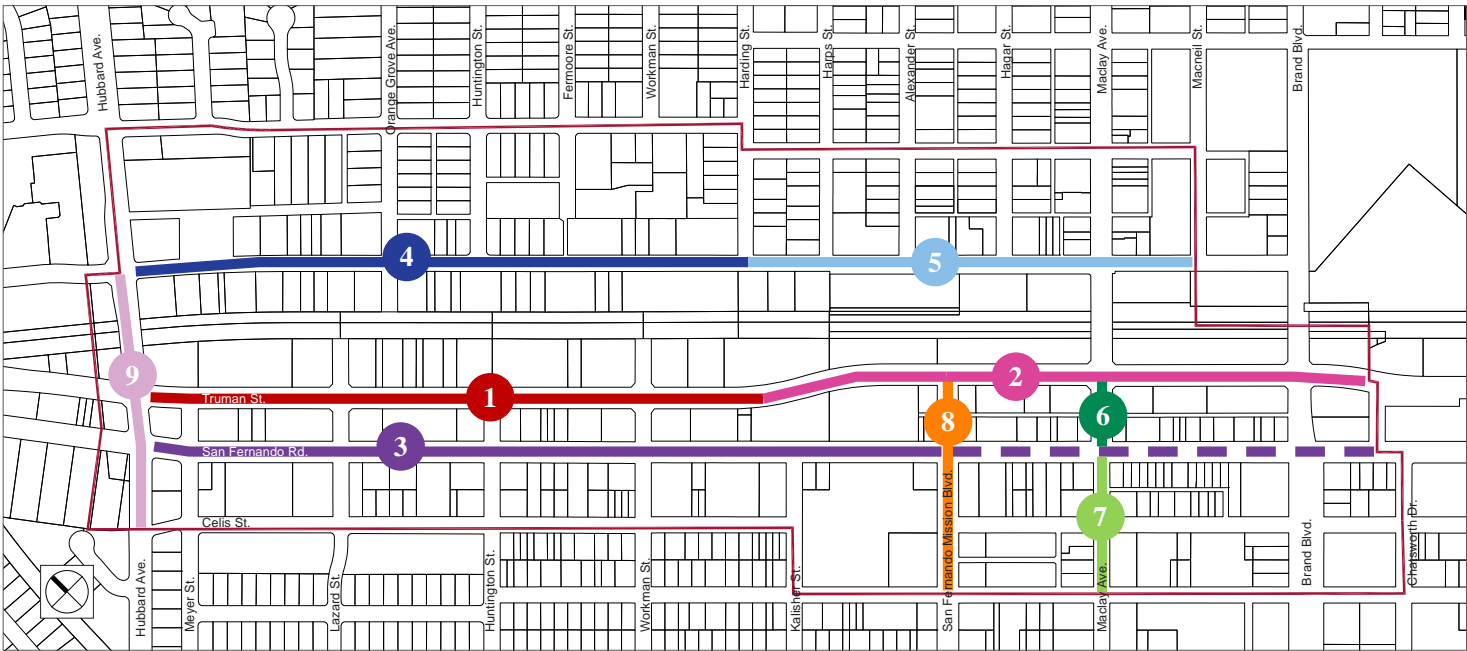
STREETS

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 162-173.

FIGURE 6.1 - STREET NETWORK

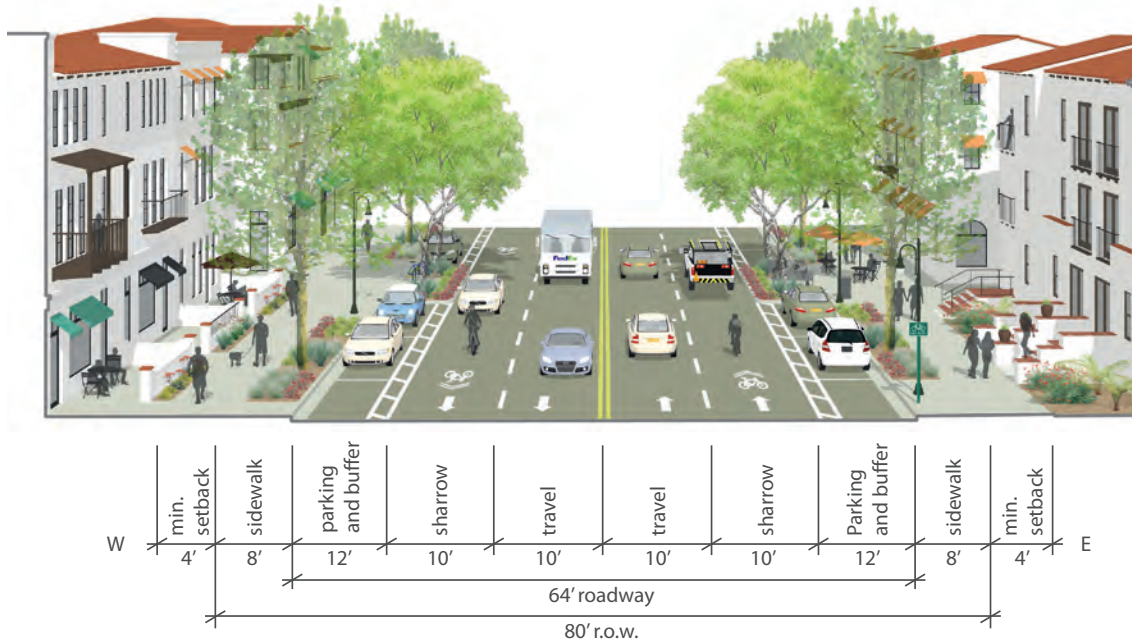


Legend

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

1 TRUMAN STREET: ALTERNATIVE 1

HUBBARD AVENUE TO SAN FERNANDO MISSION BOULEVARD



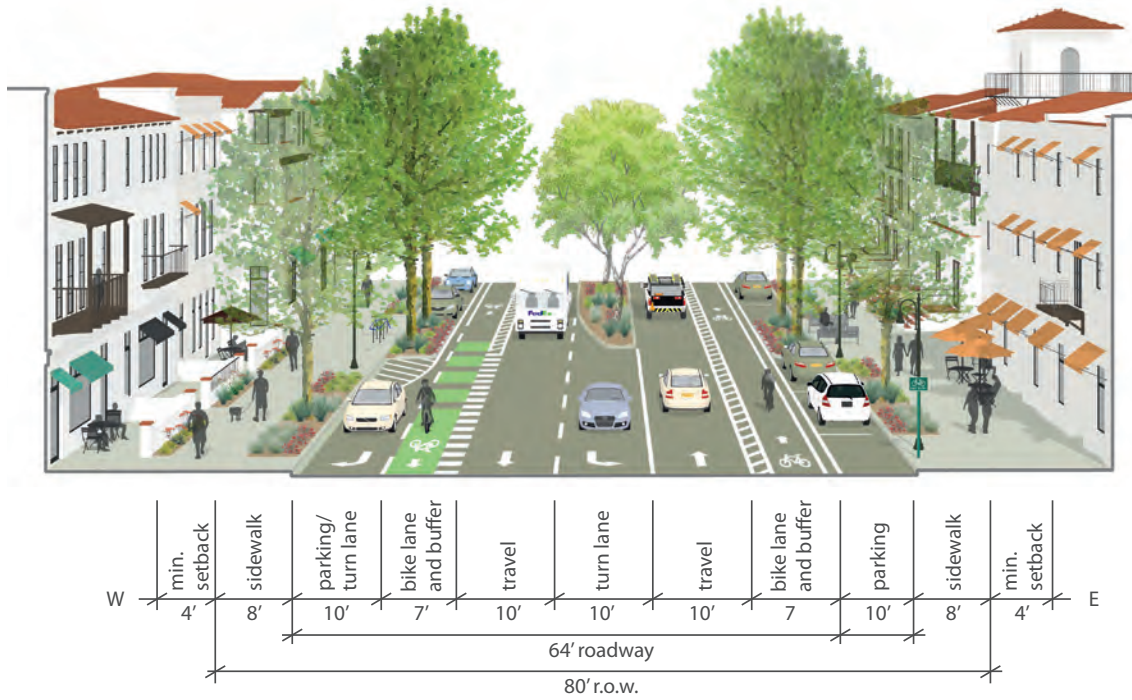
Improvements to Truman Street between Hubbard Avenue and San Fernando Mission Boulevard consist primarily of streetscape improvements – introducing street trees and street lights – and re-striping the travel lanes so that they are narrower to encourage vehicular traffic to slow down. On-street parallel 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



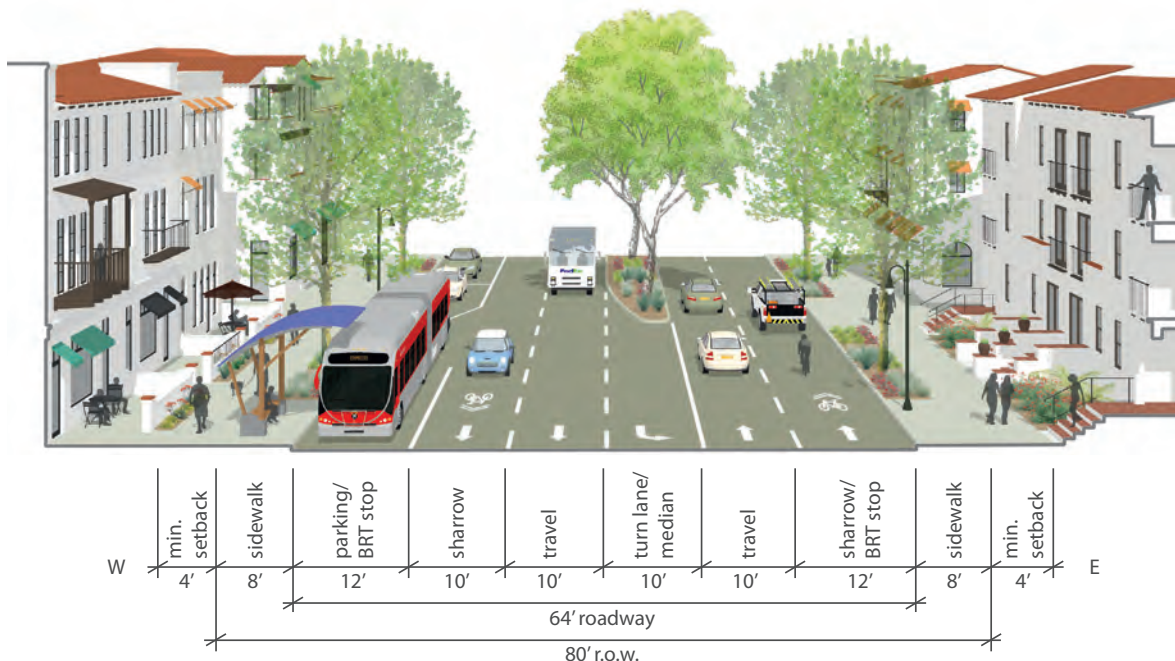
Since traffic loads along Truman Street between San Fernando Mission Boulevard and Hubbard Avenue, an alternative configuration could consist of one lane and a Class II bike lane in each direction separated by a center turn lane or landscaped median. Improvements occur within the existing right-of-way 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.

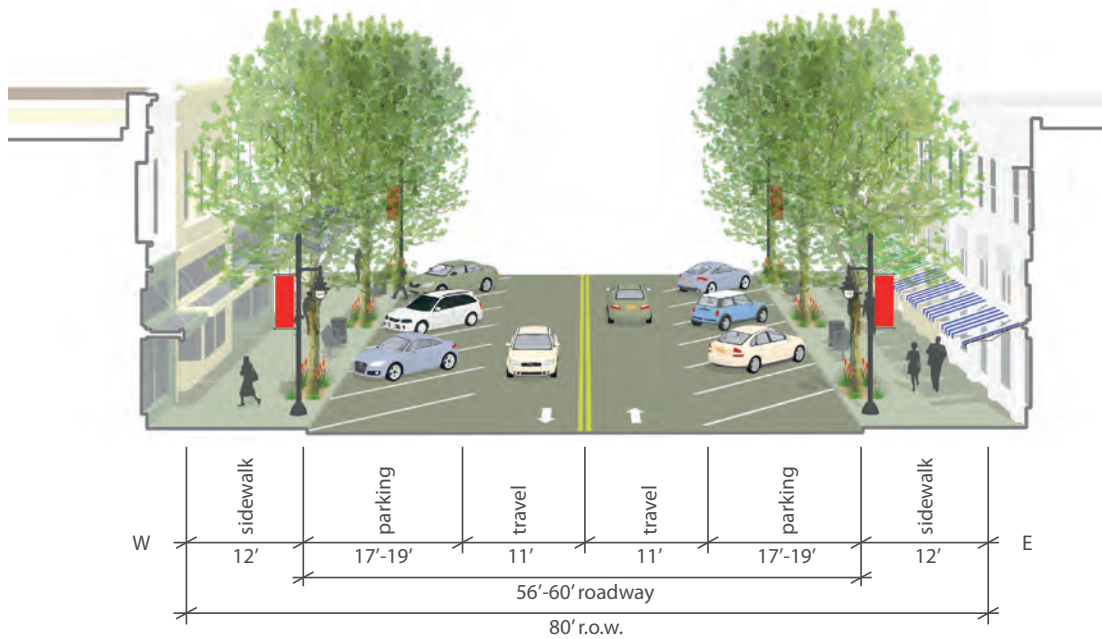
B. Street parking: Twelve (12) foot wide parallel parking lane along the south side of the street. Where bus stops occur, whether local or bus rapid transit (BRT), parallel parking is prohibited to provide a place for buses to turn out. Bus stops are designed per the appropriate transit provider requirements.

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:

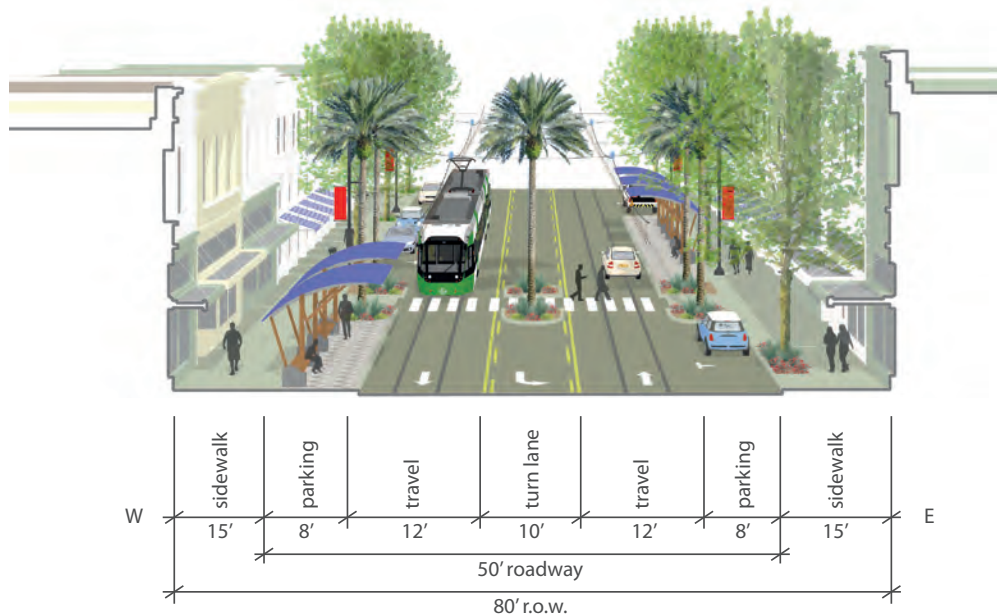
- A. Travel lanes: one (1) travel lane in each direction. Left turn and right turn lanes are provided as needed.
- B. Street parking: Angled parking along both sides of the street to provide convenient parking in front of businesses and residences as well as to provide a buffer between vehicular traffic and the sidewalk.
- 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:

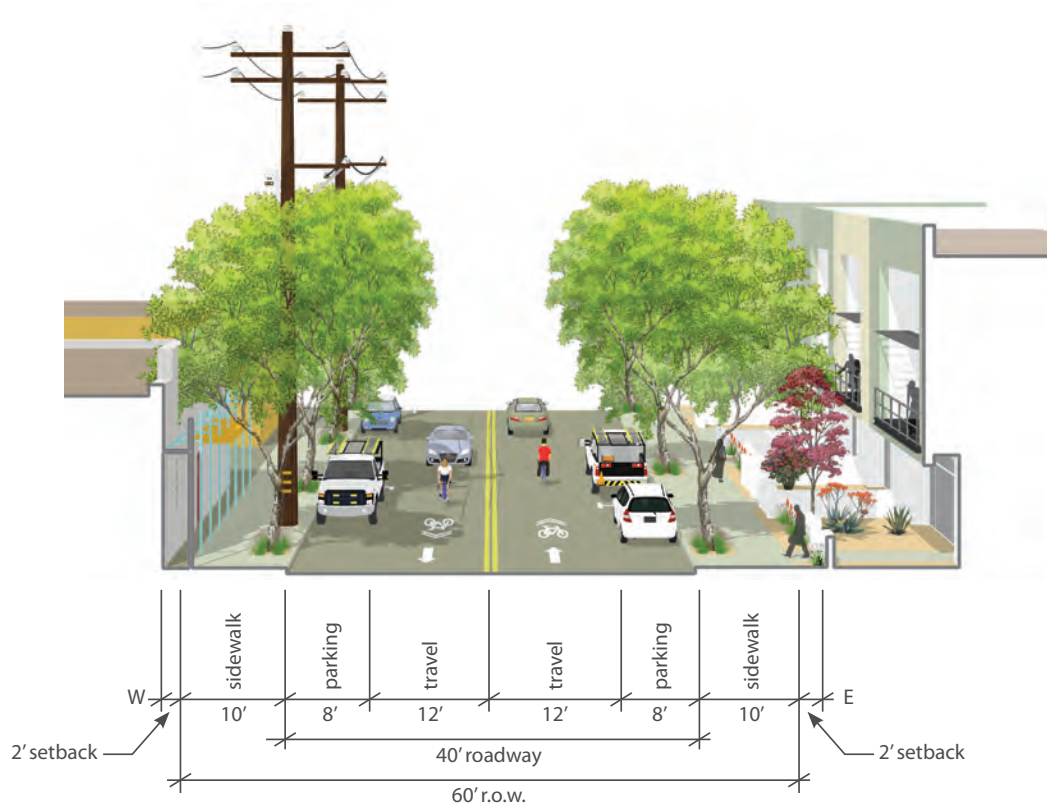
- A. Travel lanes: one (1) travel lane in each direction with shared center turn lane. Right turn lanes are provided as needed.
- B. Street parking: Parallel parking along both sides of the street to provide convenient parking in front of businesses and residences as well as to provide a buffer between 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:

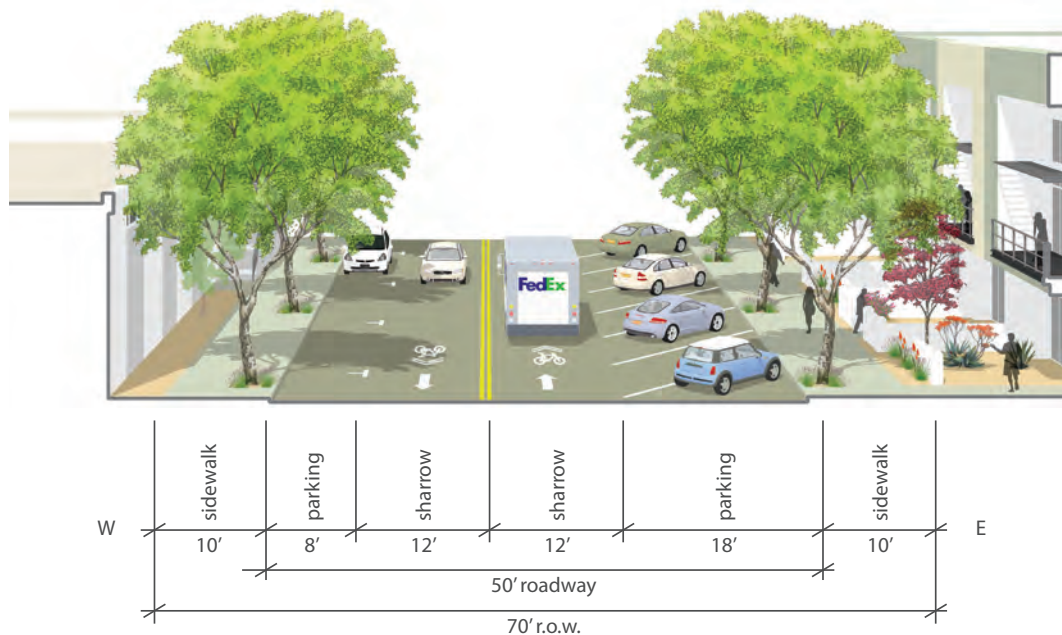
- A. Travel lanes: one travel lane in each direction, marked as sharrows, a shared bicycle and traffic lane. Left turn and right turn lanes are provided as needed.
- B. Street parking: Parallel parking along both sides of the street to provide convenient parking in front of businesses and residences 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



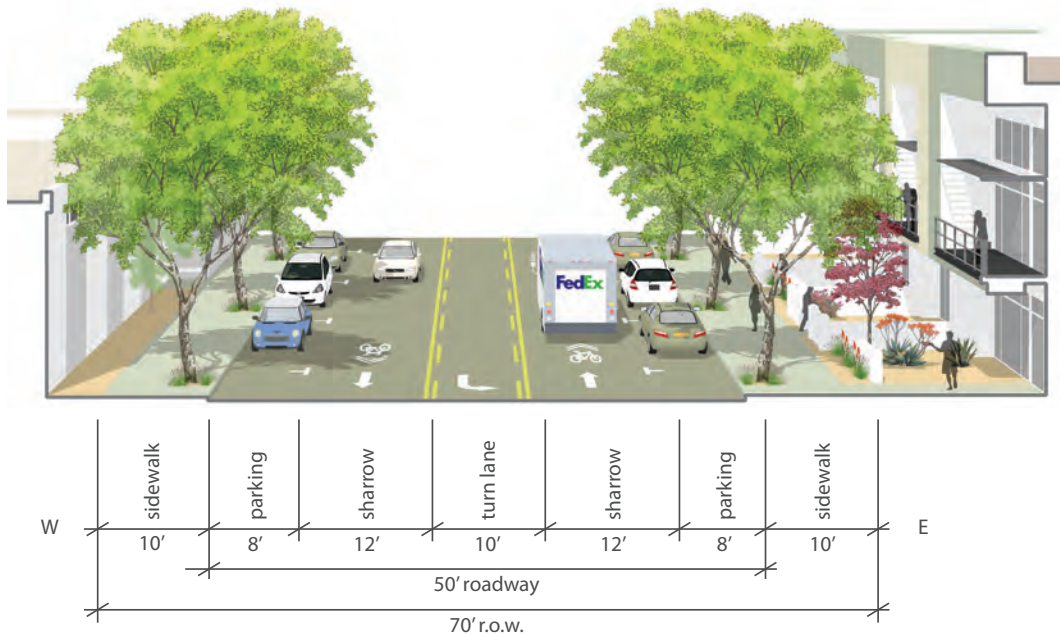
Improvements to First Street between Harding Street and Brand Boulevard are intended to create a more inviting pedestrian, bicycle, and vehicular connection between the Metrolink Station and Maclay Avenue's "main street" and the Civic Center, as well as to make more efficient use of First Street's excessively 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.
- 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



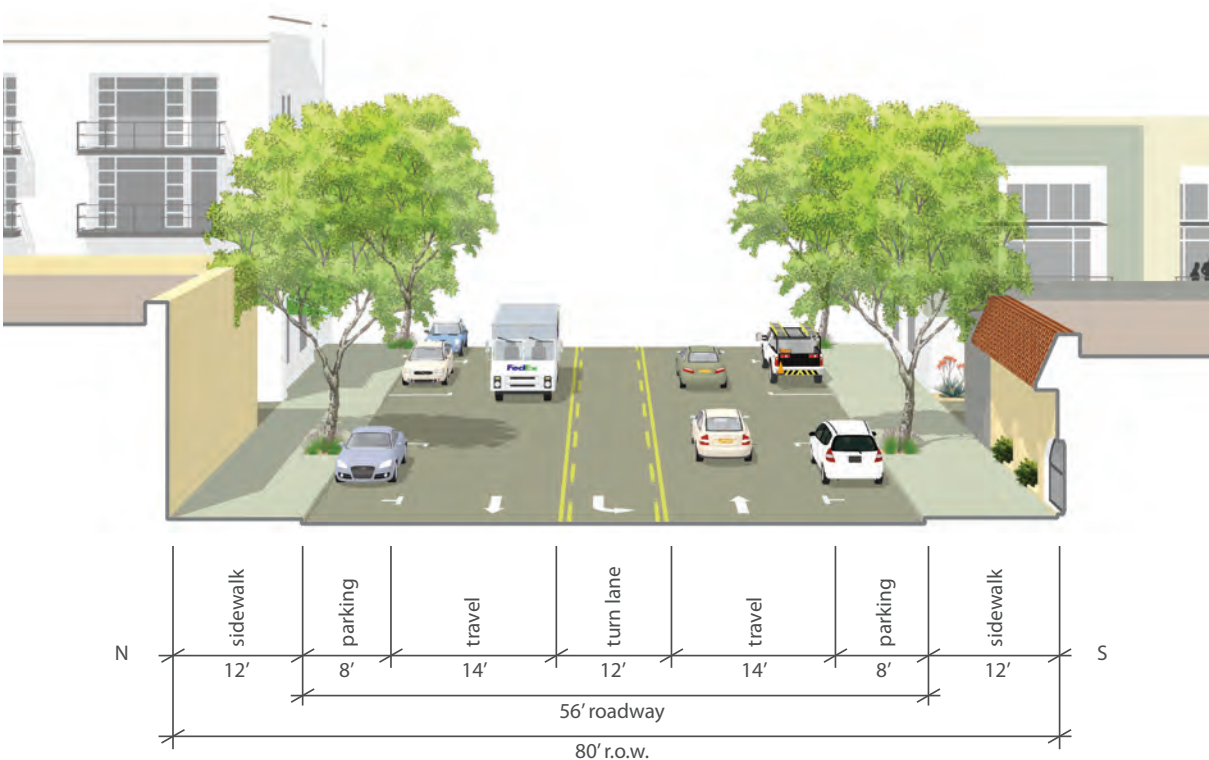
This alternative way of improving First Street between Harding Street and Brand Boulevard, like the first takes advantage of First Street's excessive width, but by introducing a center left turn lane for east bound traffic. Also, like the rest of the First Street improvements, it is intended to create 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-stripping 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 sharrow, 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

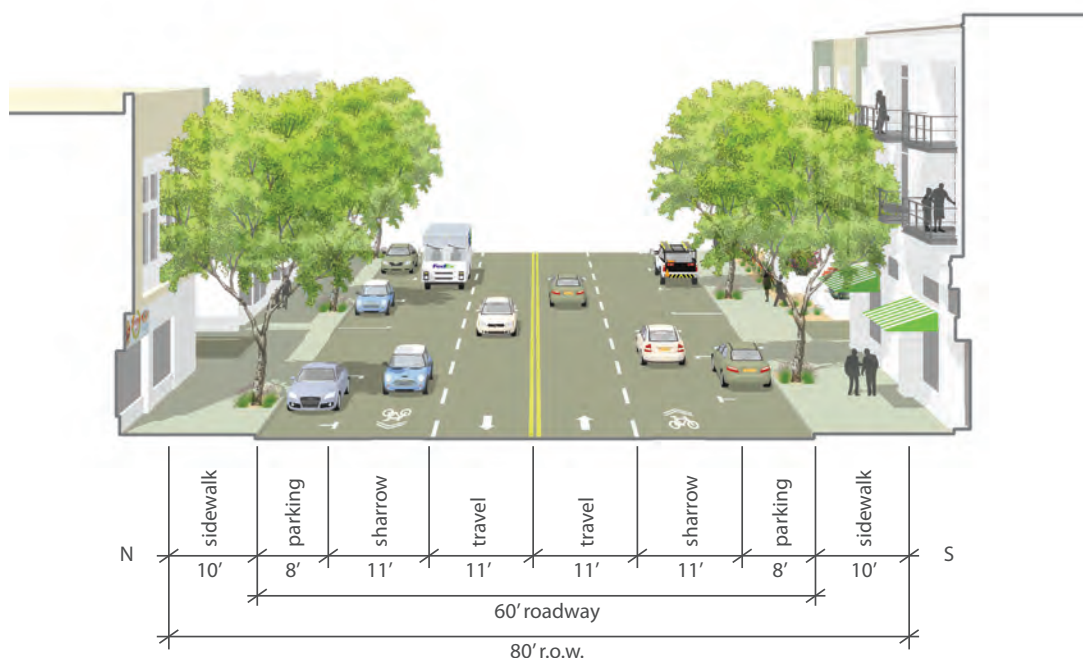
SAN FERNANDO ROAD TO PICO STREET



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.

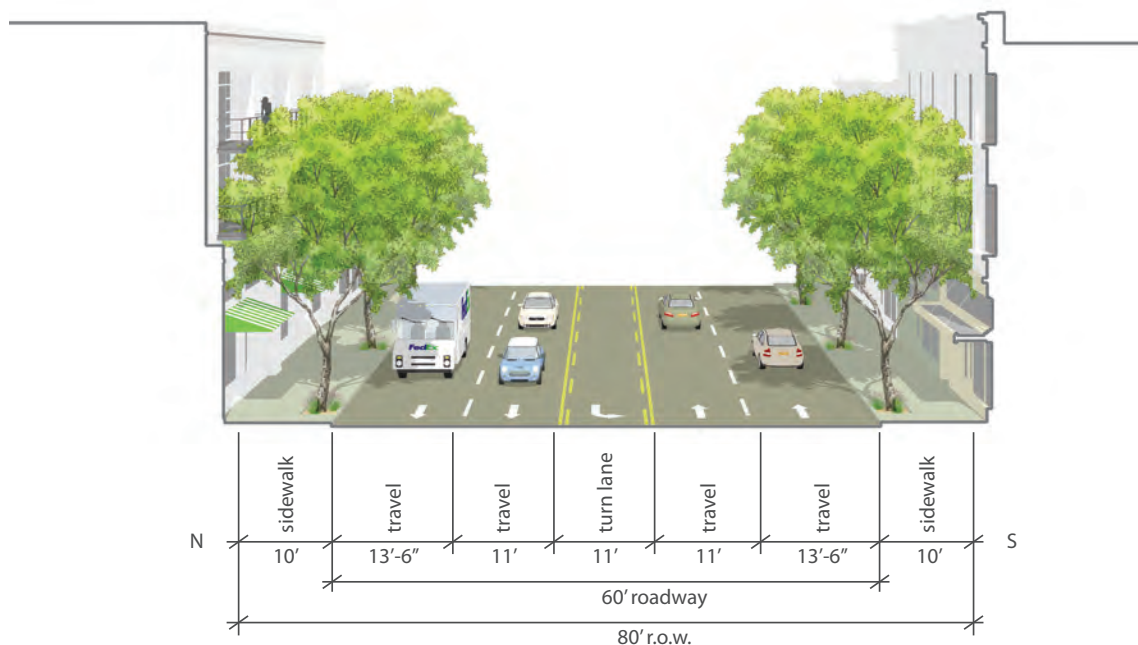
- E. Street lights: New decorative pedestrian-scale lights shall be installed to be consistent with tree planting, approximately thirty-two (32) feet on center. Lights shall comply with Section 6.4 *Lighting* of the Development Standards of the Downtown District, MacLAY District, and Workplace Flex District and Section 7.4 *Lighting* of the General Neighborhood District.



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 173 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 173 for an illustration of one possible way to locate the landmark columns.

As an alternative or interim measure, some of the same effect may be achieved at less cost through the use of architecturally elaborated street light standards in the Downtown District. Distinctive fixtures such as changeable banners, in combination with other elements such as uplighting and/or decorative lighting of street trees or elaborated street light standards would also define and enhance the district. Continuation of a downtown design theme with wayfinding signs on monument-type bases and street furniture that is limited to the Downtown District would further reinforce the coherence of the district.

GATEWAYS

Gateways play the important role of announcing entrances to the city. When done effectively they convey a sense of arrival and in their form and character communicate something about the community’s character. They are the first welcoming image presented to potential investors and visitors, and they instill a sense of pride and belonging to returning residents. Physically distinguishing the City of San Fernando from surrounding areas will make an impression on residents and visitors alike regarding the sense of pride and ownership with which the citizens of San Fernando regard their city.

Gateway elements should be constructed within the public right of way as follows:

1. At the city’s northern boundary, use a combination of high-quality architectural prominence and landscape architecture to introduce the neighborhood character of the Maclay District. Gateway monuments and landmark architecture at the intersection of Maclay Avenue and Eighth Street should relay high-quality design and put forth an appealing pedestrian environment.
2. Define the entrance to San Fernando at its border to the west at Sylmar using large scale prominent architectural features that transmit a message of urbanity and history far in excess of what the experience of San Fernando Road west of the city boundary has to offer as shown on the graphic to the right.

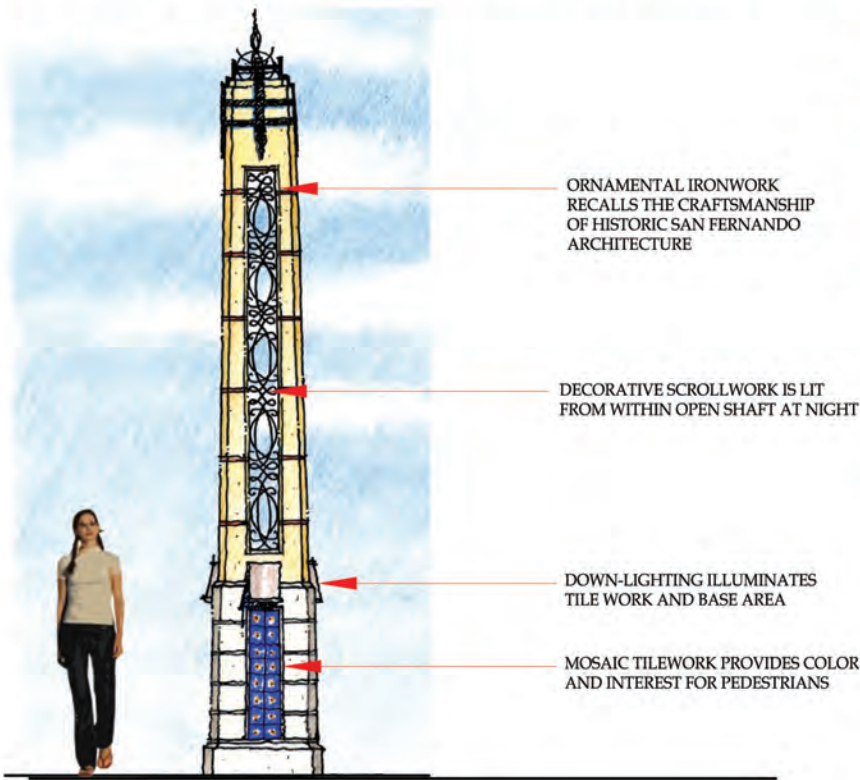
It should be noted that the gateway landmark treatment shown on page 192 is only a conceptual illustration of one such treatment for this location. The design of such a gateway landmark could easily be modified to reflect a preference by the City of San Fernando for Mission style architectural and landscape elements at this location similar to the existing gateway landmark treatment at the city’s eastern boundary, as was discussed by the City Council in approving the specific plan as a whole.

3. At the city’s eastern boundary with Pacoima, build upon the existing landscaped gateway and Cesar Chavez Memorial via the introduction of wayfinding signage that distinguishes the San Fernando and Truman Corridors. Signage should alert visitors to the location of the Downtown District, the San Fernando Mall, the Civic Center and Police Station, as well as other areas of interest. Consider the introduction of architectural landmark columns or other prominent features to complement the existing landscaped gateway.

CAPITAL IMPROVEMENTS - LANDMARK COLUMNS



View looking west along Truman Street towards San Fernando Mission Boulevard



Existing view looking west along Truman Street



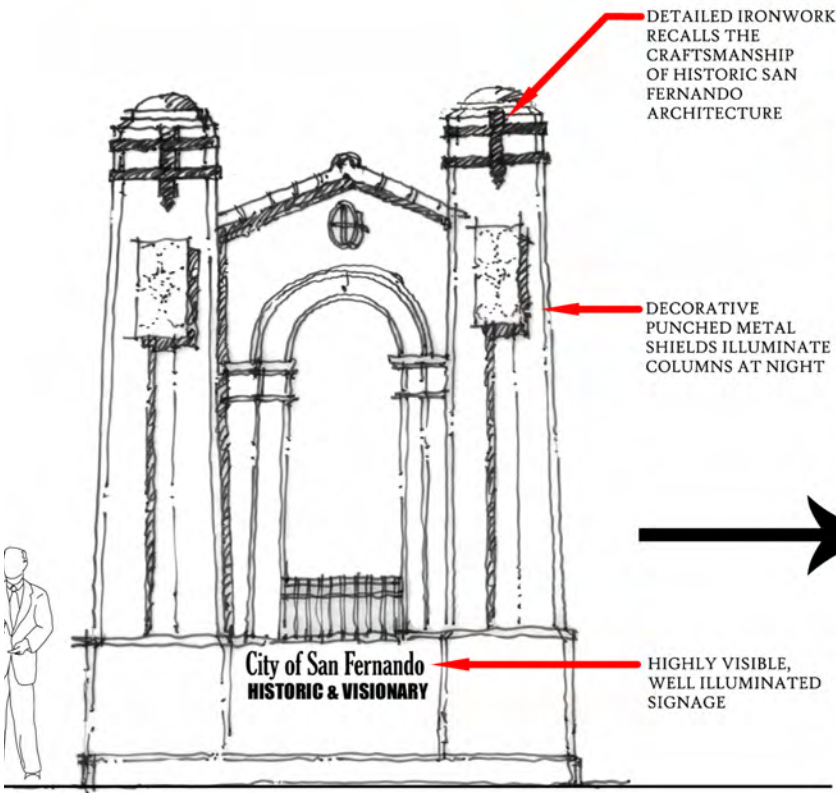
Proposed landmark locations within the downtown core

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

CAPITAL IMPROVEMENTS - GATEWAY LANDMARKS



View of proposed City Gateway looking east along San Fernando Road



Existing view looking east along San Fernando Road



Location of proposed City Gateway
A strong architectural gateway provides a welcoming civic image and the overall style recalls architectural elements of historic San Fernando buildings

CHAPTER SEVEN: 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.

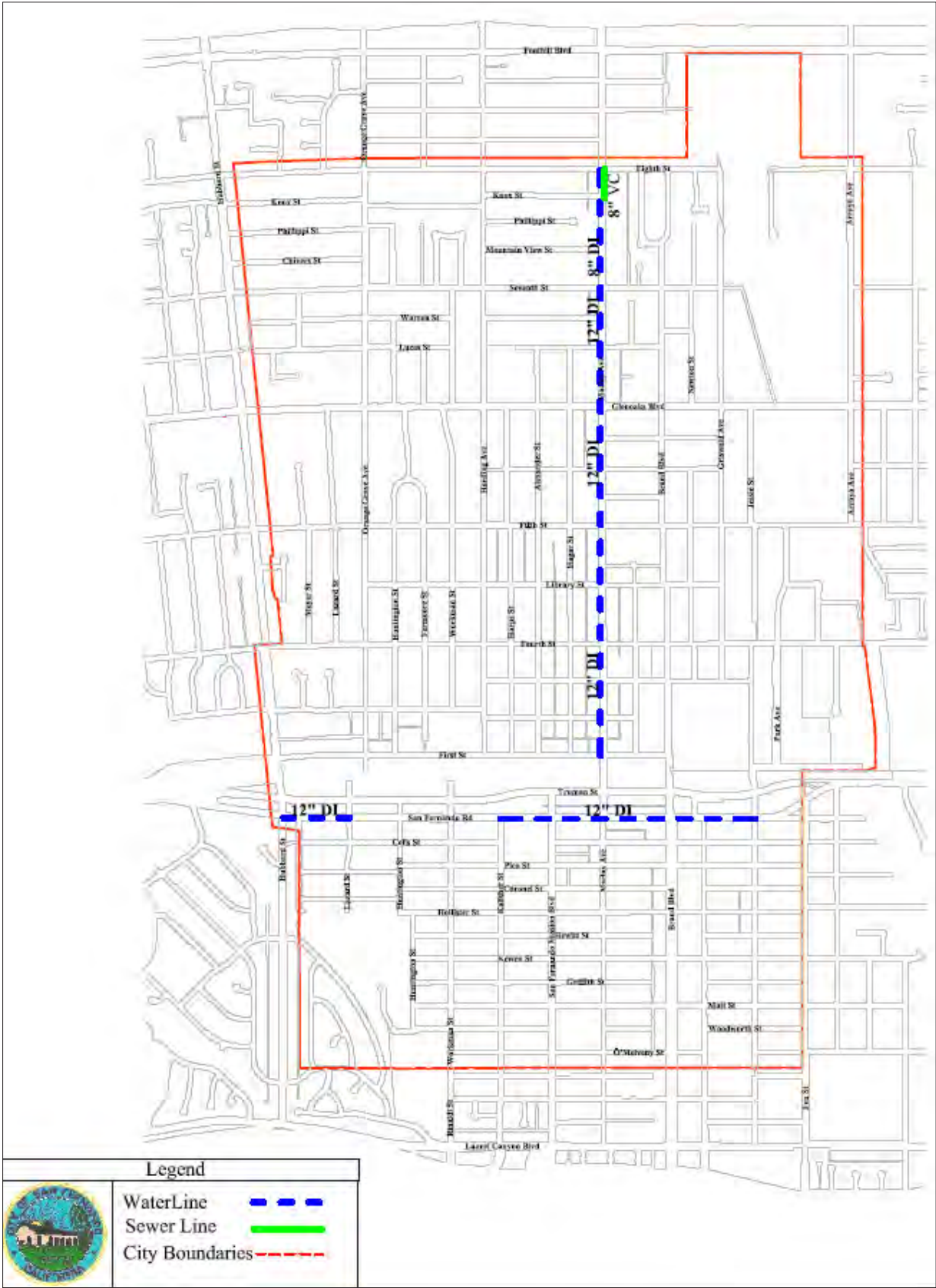
Specific requirements pertaining to utility construction and landscape improvements should be considered for each individual project prior to construction.

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 parallel to 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 basin 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 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-owned 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 severe 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 Pol-

lutant 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 re-configured 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 attractions 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 street-scape 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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