

## **IV.**

### **LAND USE ELEMENT**

#### **INTRODUCTION AND BACKGROUND**

##### **General Plan Legislation**

The adoption of a General Plan by cities and counties became a legal requirement ~~33~~over 50 years ago in 1955. At that time, a General Plan consisted only of a Land Use Element and a Circulation Element. In 1971, the Legislature created one of the most important features of State planning law by requiring that zoning and subdivision approvals be consistent with the General Plan. Government Code Section 65302 (a) defines the Land Use Element as follows:

A Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building density recommended for the various districts and other territory covered by the plan. The Land Use Element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

##### **Purpose and Function**

The purpose of the Land Use Element is to establish a pattern for compatible land uses to reflect existing conditions and to guide future development. By law, the element must set clear standards for the density of population and the intensity of development for each proposed land use category. The Land Use Element which has the broadest scope of the seven required elements, provides a composite discussion of the issues which are addressed in the other elements through text, diagrams and a land use map.

The General Plan, particularly the Land Use Element, governs the future direction of a local jurisdiction. Prior to 1971, the General Plan was considered just a guideline; however, because of the consistency requirement enacted in 1971, the General Plan has assumed greater importance. Consistency with the adopted General Plan is now mandatory for all land use approvals.

In addition to the seven mandated elements of the General Plan, other optional elements may be included to address areas of concern that, in the judgement of the City, relate to the physical development of the community. Once an optional element has been adopted, it is as important and legally binding as a mandatory element.

Section 65300.5 of the Government Code requires that the General Plan be consistent throughout (i.e., 'internally consistent'). The assumptions and projections used in the Housing Element, for instance, must be consistent with those used in the Land Use Element and the Open Space Element. Local policies must not conflict with Statewide policies pertaining to housing, open space and environmental quality.

Land use categories designated by the General Plan must be defined in terms of population density and building intensity. Allowable uses for each district must be indicated. Density ranges must be given for residential designations to facilitate implementation through zoning districts. Zoning laws regulate the geographic allocation and allowed uses of land. Finally, the Zoning Ordinance must conform to the adopted General Plan. It is one of the implementation measures used to achieve the goals and objectives of the General Plan.

Several zoning designations may be encompassed within one General Plan land use category. Therefore, the zoning of a property may change without requiring a change in the land use designation. The General Plan has a long term perspective. It must be structured enough to provide overall direction with adequate flexibility to accommodate changing conditions.

## **ISSUES AND OPPORTUNITIES**

The former San Fernando General Plan contained 12 land use designations. The 12 designations were as follows: 1) the Residential land use designations included Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR); 2) the Commercial land use designations Included Central Business District (CBD),Neighborhood Shopping, Highway Related, Automotive Sales and Services, and Multi-Use; 3) the Industrial land use designations included ~~L~~Light Industrial and Industrial; and 4) Other land use designations, ~~Include~~including Public/Quasi-Public, and Neighborhood Park/Landscaping.

A major focus of the General Plan Update and the efforts of the Citizens Advisory Committee was to reexamine the appropriateness of these land use designations and how they have been applied to different areas of the City.

Upon review of available data and existing development conditions, the following issue areas emerged as warranting more detailed analysis from a land use planning standpoint:

1. Central Business District
2. San Fernando - Truman Area
3. Kalisher Street
4. Mission Boulevard
5. Airport Site
6. Multi-Use on Maclay Avenue
7. Glenoaks Boulevard
8. Medium Density/Neighborhood Commercial
9. Recreation Park Surplus Land
10. Brand Boulevard High Density
11. ~~Multi-Use on Maclay Avenue~~

Each of these issues are described in Part A of the Technical Appendix. Background data are presented for each issue in the following terms:

1. Description of the Land Use Issue
2. Existing Conditions and Surrounding Land Uses
3. Current Land Use and Zoning Designations
4. Identification of Problems and Opportunities
5. Alternative Courses of Action

Exhibit IV-I shows the location of the various areas. A synopsis of land use issues follows.

## Central Business District

There is no zoning designation to implement the Central Business District land use designation. More specific guidance is needed to realize the economic potential of CBD and to create a distinct visual identity for this area. The San Fernando Corridors Specific Plan (SP-5) provides new zoning categories that encourage the concentration of various retail business and civic uses that promote pedestrian activity and ~~encourage~~promote economic development at a scale suitable for local-serving commercial uses. These zoning categories are described in more detail in the “Implementation Measures” Section below.

## San Fernando – Truman Area

In this portion of the City, the existing Land Use Element designation is not consistent with the current zoning. The land use designation is Industrial and the zoning categories are M-2, C-2, and R-2. The San Fernando Corridors Specific Plan (SP-5) introduces new zoning categories that replace the underlying industrial land use designations and zoning categories with a mix of residential, office, retail, and service uses, while still allowing industrial uses. The intent of the updated zoning is to encourage reinvestment in this area, and to allow a mix of new jobs producing businesses, including industrial, good quality infill housing, and local-serving retail and restaurant uses within comfortable walking distance of transit. For the parcels located between Truman Street and the railroad tracks, ~~light~~ industrial uses are ~~still~~ allowed and, per the direction of the Flex-Use ~~Corridor~~ Overlay, may be converted to the mix of use types permitted in the remainder of the San Fernando – Truman Area. These zoning categories are described in more detail in the “Implementation Measures” Section below.

## Kalisher Street

The primary land use issues associated with this area are incompatibility of existing uses and land use intensity. Kalisher Street is designated Multi-Use Commercial on the General Plan and the surrounding neighborhood is designated Medium Density Residential. Kalisher Street contains a mixture of residential, commercial and quasi- public uses.

## Mission Boulevard

The study area is presently designated Multi-Use Commercial on the General Plan. The area contains both commercial and residential uses. The issue is whether to retain the Multi-Use designation or adopt a Commercial designation.

## **Airport Site**

The issue regarding this study area is the choice of an appropriate designation for the former San Fernando Airport, located in the northeastern portion of the City.

## **Multi-Use on Maclay Avenue**

The issue is whether to retain the Multi-Use designation or change the designation to commercial, which reflects existing development. The San Fernando Corridors Specific Plan (SP-5) introduces the Maclay District zoning category to properties located on both sides of North Maclay Avenue, beginning north of Fourth Street and extending to the northerly boundary line of the City. The Maclay District promotes the creation of new housing opportunities, while, at the same time, maintaining the integrity of the existing adjacent residential neighborhoods. The Maclay District includes the Neighborhood Services overlay, which promotes mixed-use development at and near the intersections of Maclay Avenue with Glenoaks Boulevard, and with Eighth Street. The Maclay District zoning category is described in more detail in the “Implementation Measures” Section below.

## **Glenoaks Boulevard – Medium Density/Neighborhood Commercial**

While this area is designated Medium Density and Neighborhood commercial on the General Plan, development has remained primarily low density residential. The San Fernando Corridors Specific Plan (SP-5) introduces the Maclay District zoning category to the parcels located on both sides of North Maclay Avenue, beginning north of Fourth Street and extending to the northerly boundary line of the City. The Maclay District includes the Neighborhood Services Overlay, which promotes mixed-use development at and near the intersections of Maclay Avenue with Glenoaks Boulevard, and with Eighth Street. The Maclay District and accompanying Neighborhood Services Overlay apply to the parcels at and near the intersection of Glenoaks Boulevard and Maclay Avenue. The Maclay District zoning category and Neighborhood Services Overlay are described in more detail in the “Implementation Measures” Section below.

## **Recreation Park Surplus Land**

The issue is whether to retain this property as a park site on the revised General Plan.

## **Brand Boulevard High Density Residential**

Within this area, the zoning is not consistent with the General Plan designation. The study area is shown on the General Plan as High Density Residential. Zoning is R-1, Single Family Residential.

## Goals and Objectives

### Goals:

- To retain the small town character of San Fernando.
- To promote economic viability of commercial areas.
- To maintain an identity that is distinct from surrounding communities.

### Objectives:

- To conserve single family neighborhoods.
- To attract new commercial activities, particularly within the downtown area.
- To revitalize the City's commercial corridors so they better represent the downtown's mixed-use heritage and the small-town character of the City.
- To allow and encourage greater mixed-use development in appropriate locations.
- 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 both the Sylmar/San Fernando Metrolink Station, and Downtown San Fernando.
- To facilitate the transition of the Maclay Avenue, Truman Street, San Fernando Road, and First Street corridors into multi-modal streets that complement the land uses and development pattern planned for the corridors through implementation of the specific plan.
- To preserve and enhance industrial uses along First Street and along Truman Street between Kalisher Street, Meyer Street, and the railroad right-of-way.

## Implementation Measures

Leading up to the adoption of the General Plan in 1987, possible land use alternatives for the various issue areas were reviewed by the General Plan Citizens Advisory Committee at several meetings. The Committee meetings included a workshop held at the Santa Rosa Church to solicit comments from residents and business owners in the Kalisher Street area. The Planning Commission held several hearings to receive public testimony and to consider the range of land use alternatives for each area under study. The Planning Commission recommendations were then submitted to the City Council.

In the fall of 2002, the City of San Fernando began a planning effort to revitalize the Maclay, Truman and San Fernando corridors. While past planning processes had examined independent components of streetscape design and individual development sites, never before had the City

undertaken a process that brought together the various components of city planning – street configuration and design, streetscape design, land use, development standards and design guidelines – into a single planning and policy document. As a demonstration of their commitment to the revitalization of these corridors, the City chose to use one of its most powerful policy tools, a specific plan, to guide the restructuring of the three corridors. After an extensive community outreach process that included three public workshops, the Specific Plan was reviewed by the Planning and Preservation Commission and adopted by the City Council in January 2005.

In June 2012, the Los Angeles Metropolitan Transit Authority (Metro) Board released an application for Round 3 of the TOD Planning Grant Program. The TOD program encourages 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. In February 2013, the Metro Board awarded the City a grant to prepare an amendment to the San Fernando Corridors Specific Plan (SP-4), along with an associated General Plan amendment, Zoning Ordinance amendment, and Environmental Impact Report (EIR). Through an extensive community process that included four public workshops, four meetings with a Development Advisory Committee (DAC), and reviews by the Planning and Preservation Commission, the City Council, on December 4, 2017, adopted Resolution No. 7826, certifying the Environmental Impact Report and approving the amendments to the General Plan text and land use map. The City Council is scheduled to consider Ordinance No. 1671, on December 20, 2017, adopting the Corridors Specific Plan SP-5 and related amendments to the Zoning Ordinance text and map. The 2017 Corridors Specific Plan (SP-5) replaces the 2005 Corridors Specific Plan (SP-4) in its entirety.

The recommended land use designations for the issue areas are identified below.

### **Central Business District**

~~Change the CBD boundaries to the following:~~

- ~~• North Railroad Tracks~~
- ~~• West Mission Boulevard~~
- ~~• East Chatsworth Drive~~
- ~~• South Celis Street~~

The Corridors Specific Plan (SP-5) introduced the Downtown District, which encompasses and

replaces the Central Business District land use designation, encourages the concentration of various retail business and civic uses that promote pedestrian activity. Uses encouraged within the Downtown District include smaller specialized retail shops, restaurants, entertainment venues, galleries, personal services, business services, and, within certain areas, upper floor residential uses.

### **San Fernando - Truman**

The Corridors Specific Plan (SP-5) introduced the Mixed-Use Corridor District, which encompasses and replaces the underlying ~~industrial~~ land use designations and zoning categories, encouraging the development of a mix of use types, ranging from residential and office uses to retail stores and services, at a lower intensity and scale than the Downtown District, while still allowing industrial uses. The Workplace Flex District, applied to the parcels bounded by Truman Street, Meyer Street, the railroad right-of-way, and Kalisher Street, allows industrial uses and, per the direction of the Flex-Use Corridor Overlay, may be converted to the mix of use types permitted in the remainder of the San Fernando – Truman Area. These zoning categories are described in more detail in the “Implementation Measures” Section below.

### **Kalisher Street**

Kalisher Street will be commercial from Pico Street to Coronel Street, then medium density residential from the south side of Coronel Street to the City limit.

### **Mission Boulevard**

This area will be commercial from Pico Street to Mott Street, then medium density residential from the south side of Mott Street to the City limit.

### **Airport Site**

The northern third of the property will be commercial. The remainder will be industrial.

### **Maclay Avenue**

~~Change of designation to commercial.~~ The San Fernando Corridors Specific Plan (SP-5) introduced the Maclay District zoning category to the parcels located on both sides of North Maclay Avenue between Fourth Street and the northerly boundary line of the City. 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. The parcels located on the northwest, northeast, and southeast corners of Glenoaks Boulevard and Maclay Avenue are also subject to the San Fernando Corridors Specific Plan's Neighborhood Service Overlay, which promotes mixed-use development that includes upper floor residential and work-live uses in conjunction with first floor commercial uses.

### **Glenoaks Boulevard**

The area bounded by Pioneer Park to the north, Harding Avenue to the west, Alexander Street to the east and Glenoaks Boulevard to the south will be medium density. The area bounded by Lucas Street to the north, Brand Boulevard to the east, Glenoaks Boulevard to the south and an alley to the west will also be medium density. The remainder of that study area will be low density residential. The San Fernando Corridors Specific Plan's Maclay District includes the Neighborhood Services Overlay, which promotes mixed-use development at and near the intersections of Maclay Avenue with Glenoaks Boulevard, and with Eighth Street. The Maclay District applies to the parcels at and near the intersection of Glenoaks Boulevard and Maclay Avenue, while the Neighborhood Services Overlay applies to the parcels located on the northwest, northeast, and southeast corners of Glenoaks Boulevard and Maclay Avenue.

### **Residential Park**

Retain Park land use designation.

### **Brand Boulevard**

This area will be office professional from Celis Street to the north side of Kewen Street, the low density from the south side of Kewen Street to O'Melveny Street. The portion of Brand Boulevard between Celis Street and Pico Street is governed by the Downtown District of the San Fernando Corridors Specific Plan (SP-5). The Downtown District encourages the concentration of various retail business and civic uses that promote pedestrian activity. Uses encouraged within the Downtown District include smaller specialized retail shops, restaurants, entertainment venues, galleries, personal services, business services, and, within certain areas, upper floor residential uses.

## **CURRENT LAND USE DESIGNATIONS**

The San Fernando General Plan contains ~~43~~12 land use designations. The ~~43~~12 designations, which are defined in Chart IV-1, are listed below:

### Residential

1. Low Density Residential (LDR)
2. Medium Density Residential (MDR)
3. High Density Residential (HDR)

### Commercial

4. Central Business District (CBD)
5. Neighborhood Shopping (COM)
6. Highway Related Commercial (COM)
7. Automotive Sales and Services (COM)
- ~~8. Multi-Use (MU)~~

### Industrial

- ~~89.~~ Light Industrial (IND)
- ~~940.~~ Heavy Industrial (IND)

### Other

- ~~1044.~~ Public/Quasi-Public (PUB)
- ~~1142.~~ Neighborhood Park/Landscaping (PRK)
- ~~1243.~~ San Fernando Corridors Specific Plan (SP-5) - including the Maclay District, the Downtown District, the Mixed-Use Corridor District, the Automobile Commercial District, the Workplace Flex District, and the General Neighborhood District

Chart IV-I lists the intent and maximum intensity allowed in each land use designation. The complete Land Use Element Map is set forth as Exhibit IV-II.

## **SAN FERNANDO CORRIDORS SPECIFIC PLAN LAND USE DESIGNATION (SP-5)**

The San Fernando Corridors Specific Plan (Corridors Specific Plan) ~~was~~ originally adopted by the City in 2005 as SP-4, and was replaced-revised in 2017 with the Corridors Specific Plan SP-5. The Corridors Specific Plan is intended to implement development strategies for the revitalization of the City's primary commercial corridors, namely Truman Street, San Fernando Road, Maclay Avenue, and First Street. The Plan applies to approximately 150 acres of formerly residential-, commercial-, and industrial-zoned properties, which are identified on the Land Use Element Map by the San Fernando Corridors Specific Plan (SP-5) land use designation. The purpose of the Corridors Specific Plan is to transform the City's downtown and adjacent supporting districts into

attractive, livable, and economically vital places, while preserving existing residential neighborhoods. The Corridors Specific Plan also promotes the preservation and enhancement of the industrial uses along First Street.

The Corridors Specific Plan contains a detailed statement of the community's vision for the future of the corridor areas, as well as the revitalization strategy and urban design principles to be used in achieving that vision. The Corridors Specific Plan includes specific land use regulations, development standards and design guidelines applicable to new development in the corridor areas, as well as a program of public improvements for the streets and sidewalks in the corridor areas, so as to improve their function and appearance. The development standards and design guidelines of the Corridors Specific Plan have been tailored to each District in order to require high quality design and architecture that is consistent with the proposed uses allowed within the Corridors Specific Plan Area.

The Corridors Specific Plan contains the following six Districts:

1. Maclay District
2. Downtown District
3. Mixed-Use Corridor District
4. Automobile Commercial District
5. Workplace Flex District
6. General Neighborhood District

The six Districts are shown in Exhibit IV-III. A description of these Districts, including the location and size of the district, permitted land uses, the intent for the desired character and intensity, and any applicable overlays, is as follows:

**1. The Maclay District:**

Location: Covering approximately 33 acres, the Maclay District includes properties located on both sides of North Maclay Avenue, beginning north of Fourth Street and extending to the northerly boundary line of the City, approximately 100 feet north of Eighth Street, as shown in Exhibit IV-III. The Maclay District encompasses the majority of the Maclay Street area, identified in Exhibit IV-I, and discussed earlier in this Chapter.

Prior Designation: Prior to the adoption of the Corridors Specific Plan, the properties within this

District were identified on the Land Use Element Map by the Commercial (COM) land use designation.

Permitted Uses: Residential and commercial uses that are compatible with residential development.

Intent/Character: The Maclay District will serve as a neighborhood spine for the community and will become a residential-oriented corridor as a means to promote the creation of new housing opportunities (i.e., condominium and/or town home opportunities), while, at the same time, maintaining the integrity of the existing adjacent residential neighborhoods.

Overlays: The Maclay District includes the Neighborhood Services Overlay, which applies to the parcels at and near the intersections of Maclay Avenue with Glenoaks Boulevard, and with Eighth Street, Neighborhood Service Overlay Areas. The Neighborhood Services Overlay will encourage the development of pedestrian-oriented, locally-serving convenience uses.

## **2. The Downtown District:**

Location: Covering approximately 32 acres, the Downtown District includes properties located on both sides of North Maclay Avenue between Fourth Street and the railroad right-of-way, and the whole block containing City Hall bounded by Macneil Street. Moving southward, it includes all properties bounded by the railroad to the north, Chatsworth Drive to the east, Pico Street to the south, and San Fernando Mission Boulevard to the west, and Pico Street. The Downtown District encompasses the majority of the Central Business District area, identified in Exhibit IV-I, and discussed earlier in this Chapter.

Prior Designation: Prior to the adoption of the Corridors Specific Plan, the properties within this District were identified on the Land Use Element Map by the Commercial (COM) and Central Business District (CBD) land use designations.

Permitted Uses: Uses that generate the most pedestrian activity, including smaller specialized retail shops, restaurants, entertainment venues, galleries, personal services, and business services. Complementary uses such as the Civic Center also support the planned development of the downtown area.

Intent/Character: The Downtown District is established for the purpose of creating a lively “center

of the city” where the community of San Fernando comes together. Intended to facilitate development that will serve as a focal point of activity for the City, the Downtown District will promote the concentration of various retail business and civic activities as a means to facilitate pedestrian activity. Buildings are required to be located directly at the back of sidewalk with an active storefront expression, to create activity and interest along the street front. Residential uses are allowed subject to a conditional use permit on upper floors of buildings within the Downtown Residential Overlay (see below).

Overlays: The Downtown District contains one Overlay:

- Downtown Residential Overlay. This Overlay applies to select parcels near the San Fernando Mall. It allows for mixed-use development that includes upper floor residential and ~~work-live-~~work uses in conjunction with first floor commercial uses, which helps create a transition area between the new infill residential development and the lower scale character of the San Fernando Mall. Residential is only allowed on upper floors, subject to a conditional use permit. In addition, the allowed height and permitted density within the Downtown Residential Overlay is higher than is allowed in the base Downtown District.

### **3. The Mixed-Use Corridor District:**

Location: Covering approximately 25 acres, the Mixed-Use Corridor District is generally bounded by Truman Street to the north, San Fernando Mission Boulevard to the east, Celis and Pico Street to the south, and Hubbard Avenue to the west. It also includes the parcels along Hubbard Avenue between Truman Street and the railroad and one parcel north of Truman Street at San Fernando Mission Boulevard. The Mixed-use Corridor District encompasses the San Fernando – Truman area, identified in Exhibit IV-I, and discussed earlier in this Chapter.

Prior Designation: Prior to the adoption of the Corridors Specific Plan, the properties within this District were identified on the Land Use Element Map by the Commercial (COM) land use designation.

Permitted Uses: Mix of use types, ranging from residential and office uses to retail stores and services, at a lower intensity and scale than the Downtown District.

Intent/Character: The Mixed-Use Corridor District is a pedestrian-oriented, mixed-use neighborhood located between the San Fernando Mall and the Sylmar/San Fernando Station. Buildings may be mixed-use or single-use. Commercial ground floors face the sidewalk with

inviting shopfront frontages, particularly along San Fernando Road. Residential buildings are set back behind small setbacks with ground floor units accessed through lobbies, stoops, or porches.

#### **4. The Auto Commercial District:**

Location: Covering approximately 13 acres, the Auto Commercial District is located east of the San Fernando Mall and is generally bounded by San Fernando Mission Boulevard to the west, Celis Street to the south, the City boundary to the east and the railroad to the north.

Prior Designation: Prior to the adoption of the Corridors Specific Plan, the properties within this District were identified on the Land Use Element Map by the Commercial (COM) land use designation.

Permitted Uses: Auto-related uses, auto dealerships, office, and retail.

Intent/Character: The Auto Commercial District is a flexible district devoted to automobile-related uses, particularly auto dealerships, while also accommodating office and retail uses. Front setbacks for auto-oriented uses are larger than in the Specific Plan's more pedestrian-oriented districts and are landscaped. However, new office and retail uses are located close to and accessed directly from the sidewalk.

#### **5. The Workplace Flex District**

Location: Covering approximately 30 acres, the Workplace Flex District is established along First Street between Hubbard Avenue and Hagar Street and along the north side of Truman Street between Kalisher Street and Meyer Street. The Workplace Flex contains approximately 30 acres of net developable area and the portion south of the railroad right of way encompasses the northern portion of the San Fernando – Truman area, identified in Exhibit IV-I, and discussed earlier in this Chapter.

Prior Designation: Prior to the adoption of the San Fernando Corridors Specific Plan in 2005, properties within the Workplace Flex District were designated Industrial (IND). The property along the east side of First Street between Harps Street and Alexander Street was designated Specific Plan (SP-2).

Permitted Uses: ~~Light-Industrial~~ industrial, workshop, and large-scale commercial.

Intent/Character: The Workplace Flex District is established for the purpose of providing a cohesive district that support the commercial and industrial uses of the city while providing appropriate areas for ~~limited live-work uses~~ limited 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," and the Civic Center, as well as along Truman Street between the Metrolink Station and Downtown.

Overlays: The Workplace Flex District has one special overlay zone: the ~~Mixed-Use Corridor~~ Flex-Use Overlay.

- The ~~Mixed-Use Corridor~~ Flex-Use Overlay. The ~~Mixed-Use Corridor~~ Flex-Use Overlay applies to the parcels designated Workplace Flex along the north side of Truman Street. It ~~permits-~~ allows the ~~light-~~ industrial uses permitted by the underlying Workplace Flex designation, while also allowing the residential, office, retail, and service uses allowed under the Mixed-Use Corridor ~~designation~~ District.

## **6. The General Neighborhood District**

Location: Covering approximately 18 acres of developable area, the General Neighborhood District is established along the south side of Second Street between Hubbard Avenue and the alley between Hagar Street and Maclay Avenue.

Prior Designation: Prior to the adoption of the San Fernando Corridors Specific Plan, the properties within this District were identified on the Land Use Element Map by the High Density Residential (HDR) land use designation.

Permitted Uses: Multi-family apartment and condominiums buildings and neighborhood compatible residential uses.

Intent/Character: 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.

## INTERNAL CONSISTENCY

The Land Use Element is a synthesis of the other General Plan elements. It designates open areas identified in the Open Space/Conservation/Parks-Recreation Element. The selection of land uses is also influenced by technical data contained in the Noise, Safety and Circulation Elements. The range of residential designations reflects the needs identified in the Housing Element.

### CHART IV-I

#### CITY OF SAN FERNANDO CURRENT LAND USE DESIGNATIONS AND IMPLEMENTING ZONES

LAND USE DESIGNATION	INTENT OF LAND USE DESIGNATION	IMPLEMENTING ZONES
<b>RESIDENTIAL</b>		
<b>Low Density Residential</b>	Single family dwellings at a density of 0-6 dwelling units per acre.	R-1
<b>Medium Density Residential</b>	Single family dwellings, duplexes, and multiple-family dwellings at a density of 6-17 dwelling units per acre.	R-2, SP-1, SP-3
<b>High Density Residential</b>	A diversity of multiple-family housing types at a density of 17-43 dwelling units per acre.	R-3, RPO, SP-3
<b>COMMERCIAL</b>		
<b>Central Business District</b>	A major retail area of community-wide significance.	C-2
<b>Neighborhood Shopping</b>	Commercial uses which provide for the immediate shopping needs of nearby residents.	C-1
<b>Highway Related Commercial</b>	Commercial development located along major arterials.	No Specific Zone
<b>Automotive Sales and Services</b>	To consolidate automobile sales and service facilities while protecting them from the encroachment of incompatible uses.	No Specific Zone
<b>Multi-Use</b>	<del>Areas that lend themselves to more than one type of development, facilitating a mixture of commercial, office and residential uses.</del>	<b>SP-2</b>
<b>INDUSTRIAL</b>		



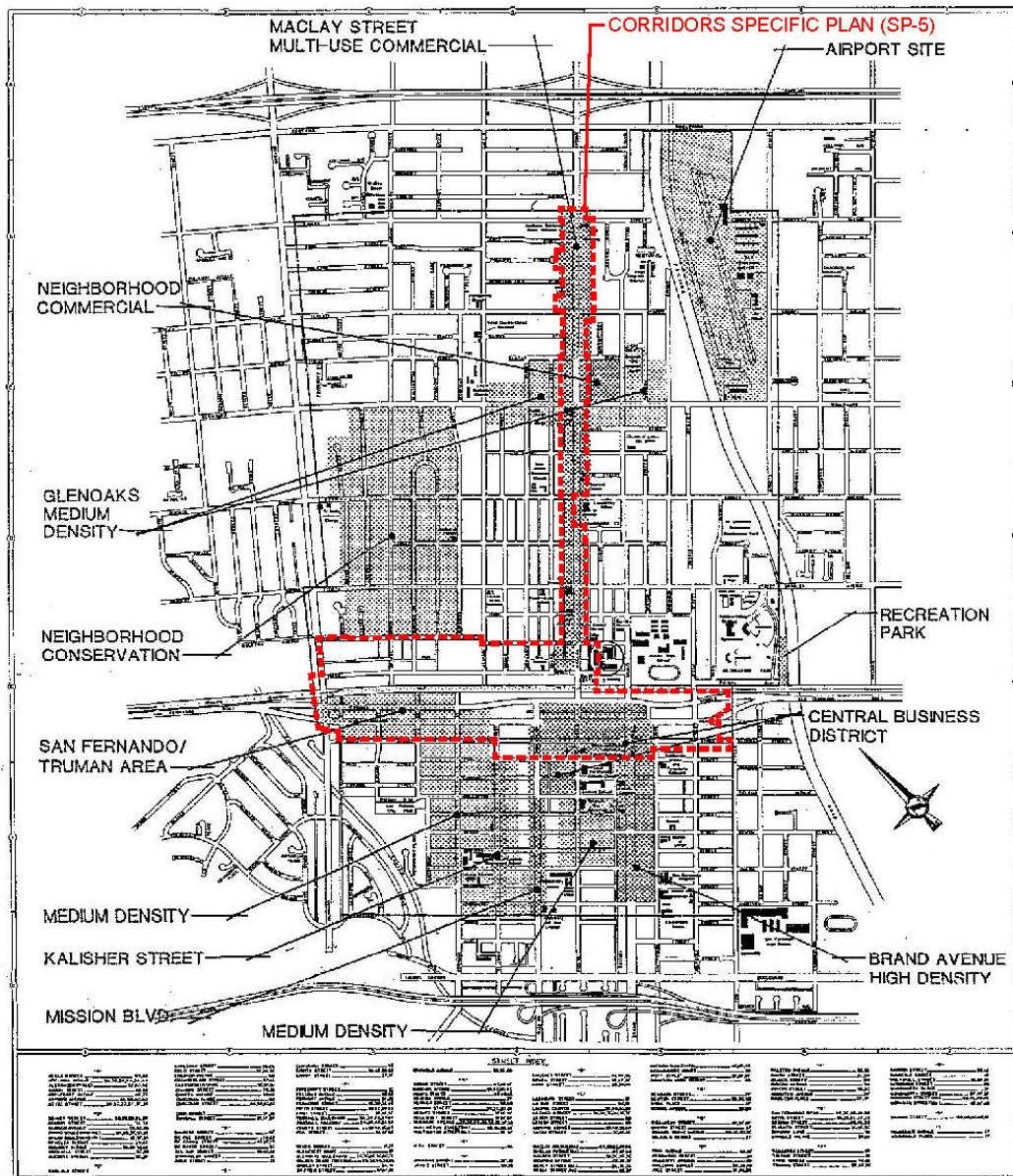
LAND USE DESIGNATION	INTENT OF LAND USE DESIGNATION	IMPLEMENTING ZONES
Light Industrial	Provides for the operation of light manufacturing uses and related services.	M-1
Heavy Industrial	To provide for a variety of industrial activities under development standards designed to limit impacts on surrounding land uses.	M-2
<u>OTHER</u>		
Public/Quasi-Public	Provides the necessary infrastructure to maintain a quality living environment. Such facilities include school and the civic center.	No Specific Zone
Neighborhood Park/Landscaping	Defines active and passive recreational facilities.	No Specific Zone
<b>SAN FERNANDO CORRIDORS SPECIFIC PLAN</b>		
	<b>Within the Maclay District:</b> For residential development, a minimum density of 12 dwelling units per acre and a maximum density of <del>36</del> 37 units per acre. For non-residential development, an FAR of 1.0. For mixed-use development, a maximum FAR of 1.5.	SP-5
	<b>Within the Downtown District:</b> For all development, a maximum FAR of 3.0. For mixed-use development within the Downtown Residential Overlay, a maximum FAR of 3.5. For residential development within the Downtown Residential Overlay, the minimum density is 24 dwelling units per acre and maximum density is 50 units per acre.	SP-5
	<b>Within the Mixed-Use Corridor District:</b> For all <u>non-residential</u> development, a maximum FAR of <del>3.0</del> 2.0. <u>For all mixed-use development with a residential component, a maximum FAR of 2.5.</u> For all residential development the <del>minimum density is 24 dwelling units per acre and</del> maximum density is 37 units per acre.	SP-5
	<b>Within the Auto Commercial District:</b> For all development, a maximum FAR of 3.0.	SP-5
	<b>Within the General Neighborhood District:</b> For all residential development, the maximum density is 43 units per acre.	SP-5
	<b>Within the Workplace Flex District:</b> For all <del>non-residential</del> development, the maximum FAR is 2.0. <del>For all live-work development, the maximum density is 18 units per acre.</del>	SP-5

## EXHIBIT IV-I

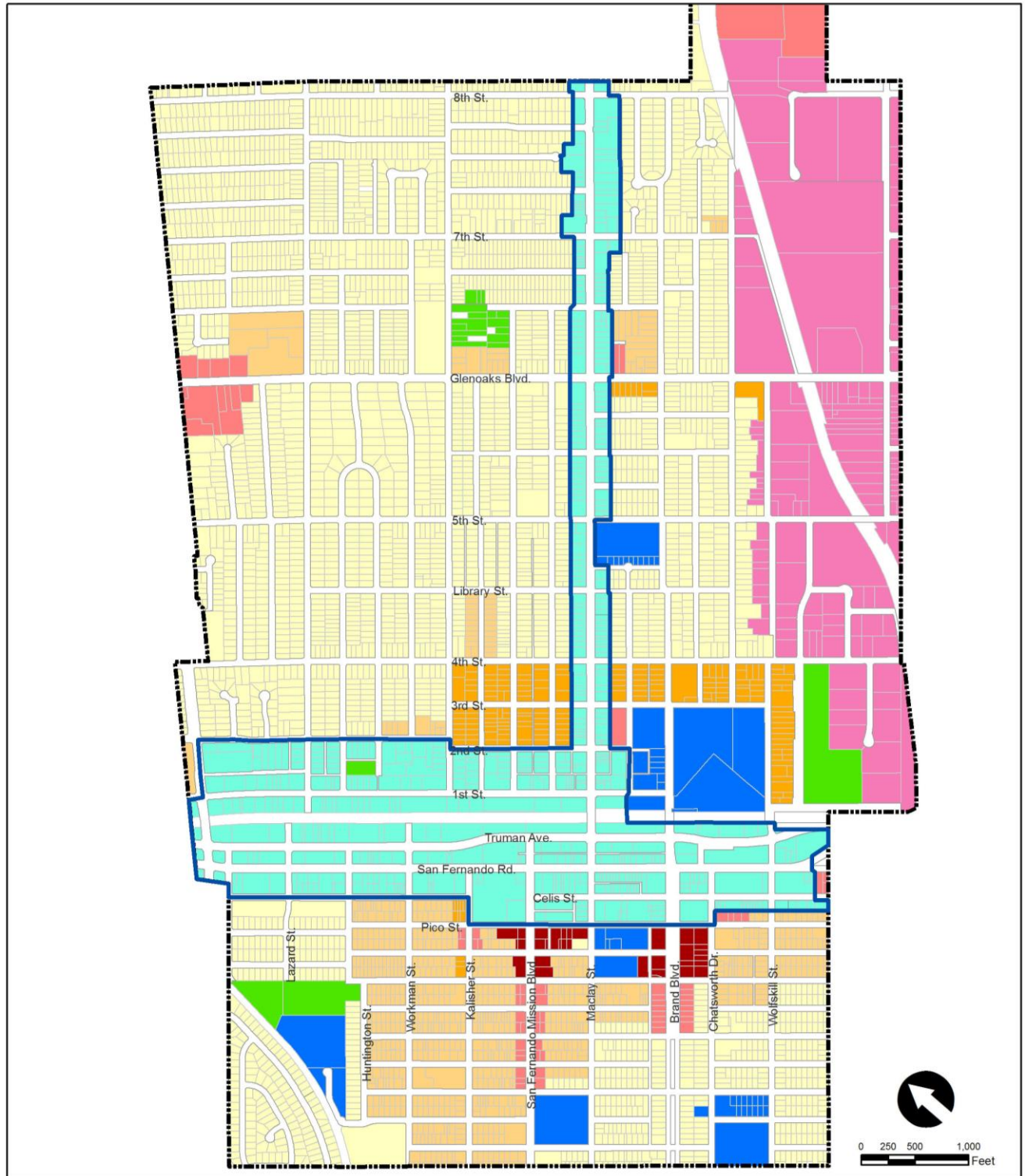
Note: The issues associated with the areas discussed in the Issues and Opportunities Section of this Chapter that overlap with the San Fernando Corridors Specific Plan (SP-5) have been resolved by the Corridors Specific Plan.

# "THE MISSION CITY" SAN FERNANDO CALIFORNIA

INCORPORATED AUGUST 31, 1911



# EXHIBIT IV-II PROPOSED GENERAL PLAN DESIGNATIONS FOR SP-5



## LEGEND

- |                         |                           |                          |                     |
|-------------------------|---------------------------|--------------------------|---------------------|
| Revised Plan Boundary   | Central Business District | High Density Residential | Public/Quasi-Public |
| City Boundary           | Med. Density Residential  | Commercial               | Park                |
| Low Density Residential | Industrial                | Specific Plan            |                     |





# **EXHIBIT IV-III** **CORRIDORS SPECIFIC PLAN (SP-5) CITY DISTRICTS AND OVERLAYS**

