

# San Fernando CORRIDORS SPECIFIC PLAN Amendment

August 28, 2017 | Las Palmas Park



# PROCESS

- Adoption of Original Specific Plan: **January 2005**
- Metro Awards City of San Fernando TOD Grant: **February 2013**
- Sargent Town Planning Hired: **May 2014**
- Analysis, Discovery, and Initial Public Outreach: **August 2014 – January 2015**
- Specific Plan Amendment Preparation: **January 2015 – June 2015**
- Additional Public Outreach: **June 2015 – October 2015**
- Specific Plan Preparation Continues: **November 2015 – January 2016; August 2017**
- Environmental Review: **June 2017 – October 2017**
- Public Hearings & Plan Adoption: **November – December 2017**



# OUTREACH PROCESS TO DATE

## Stakeholder Interviews

- September – October 2014
- September 2015

## Development Advisory Committee Meetings

- September 30, 2014
- November 12, 2014
- January 14, 2015
- June 17, 2015

## Community Workshops

- November 19, 2014
- January 21, 2015

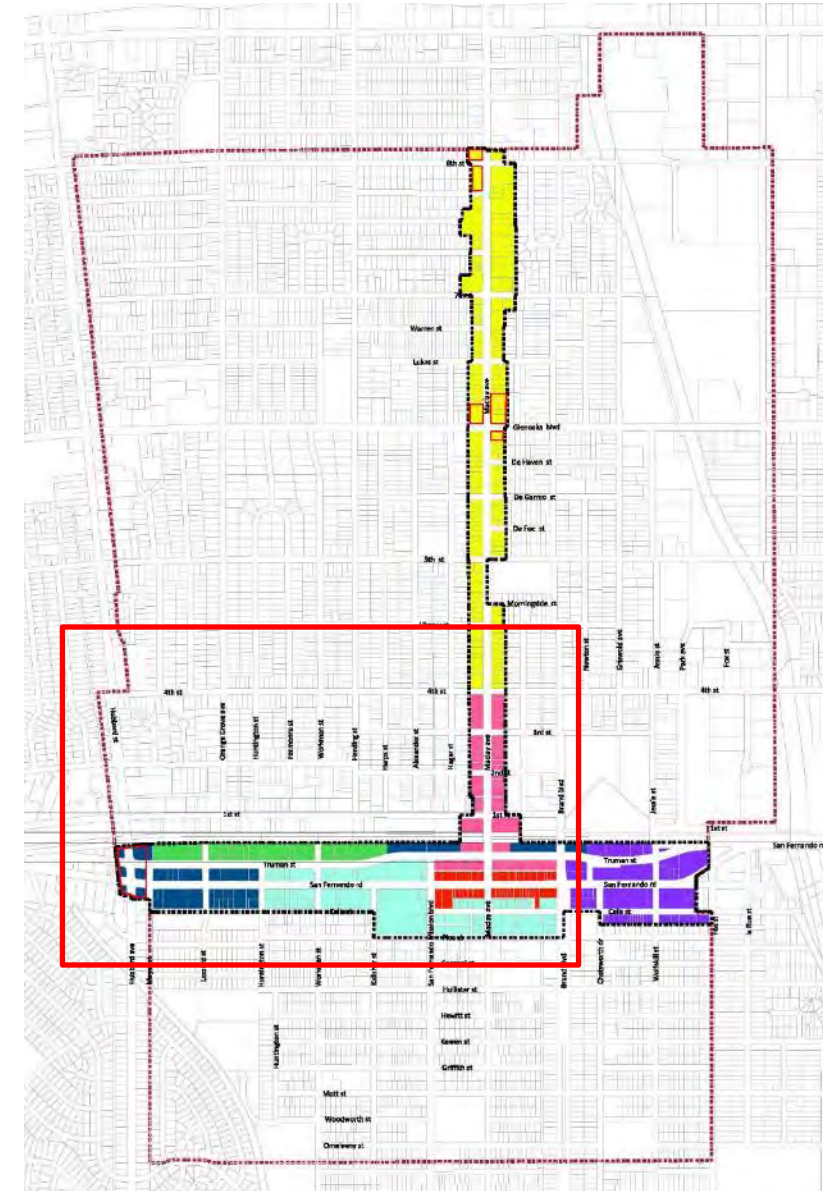
## Planning and Preservation Commission meetings

- August 4, 2015
- October 6, 2015



# 2005 CORRIDORS SPECIFIC PLAN

- Area to be updated as part of T.O.D. Zoning grant from Metro



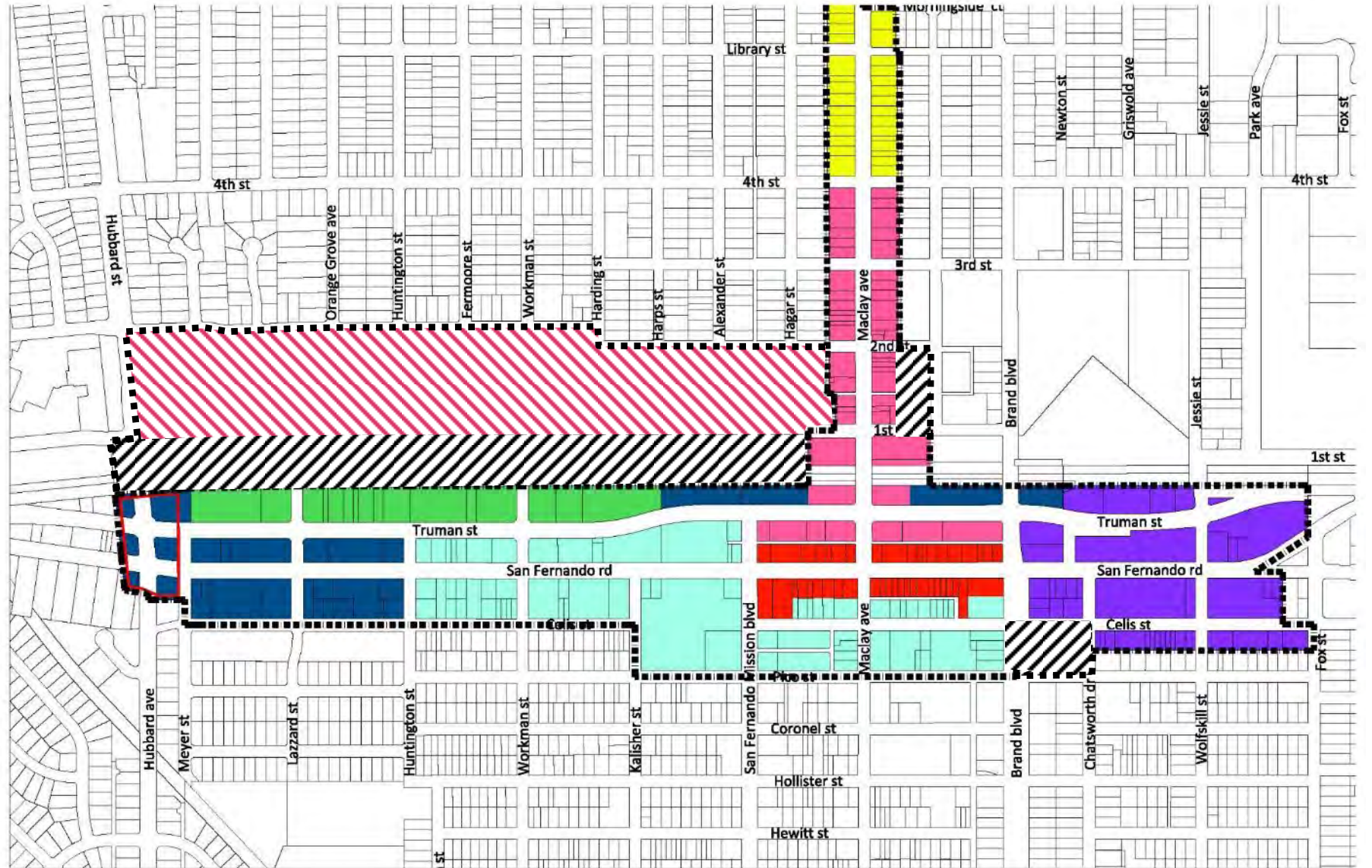


# SPECIFIC PLAN BOUNDARY ADJUSTMENT

- Expanded area as part of 2013 T.O.D. Zoning RFP
- Further expansion to better protect neighbourhood scale/character

## Existing Corridors Specific Plan

- ■ ■ Specific Plan Boundary
- City Center
- San Fernando Mall
- Mixed-Use Transition
- Workplace Commercial
- Support Commercial
- Maclay
- Auto Commercial
- Neighborhood Serving Overlay





# SPECIFIC PLAN BOUNDARY: 2017

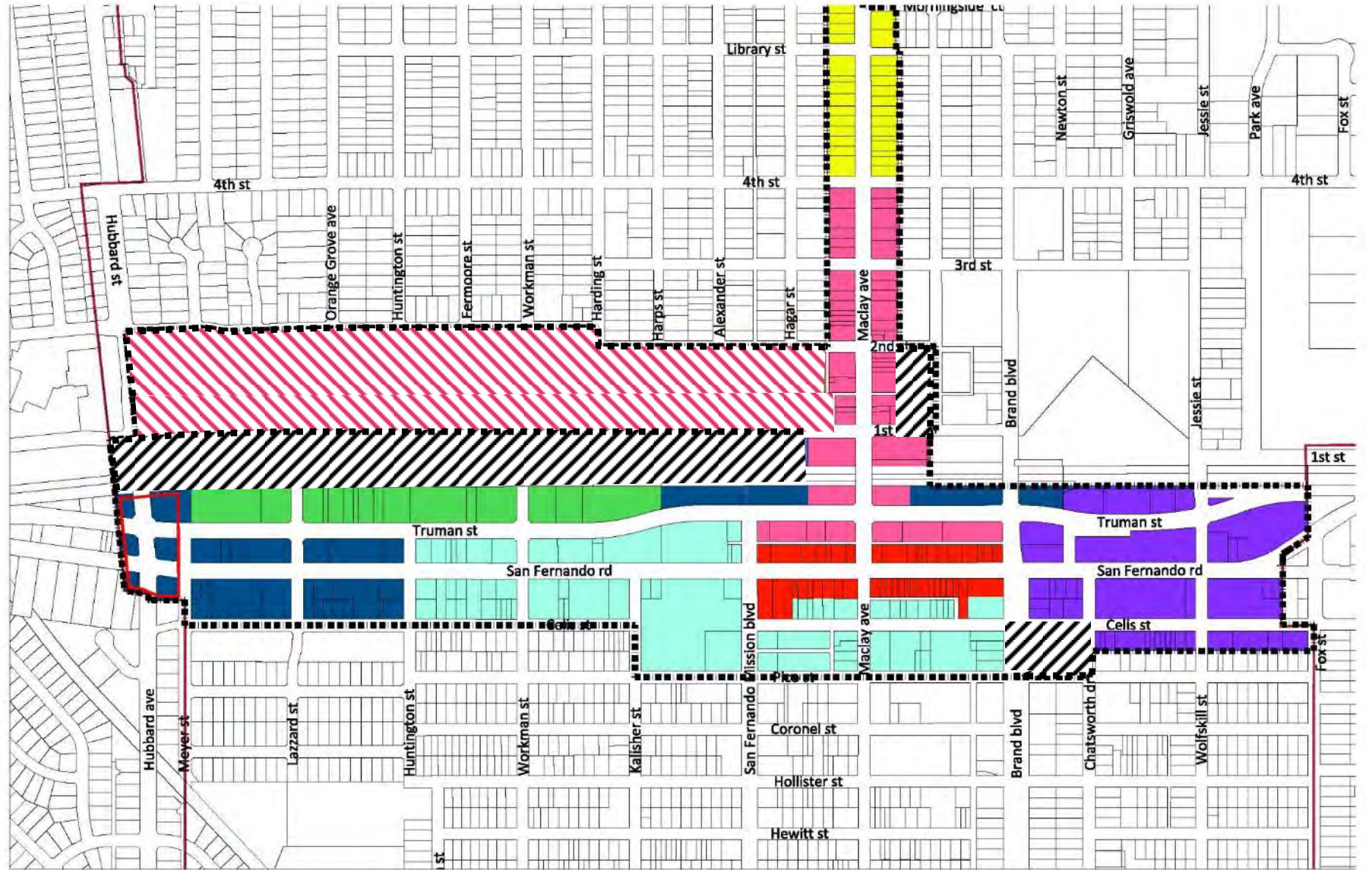
- Workplace and Mixed-Use Zones on 1<sup>st</sup>
- Neighborhood protection zone south of 2nd

## Existing Corridors Specific Plan

- 2017 Specific Plan Boundary
- City Center
- San Fernando Mall
- Mixed-Use Transition
- Workplace Commercial
- Support Commercial
- Maclay
- Auto Commercial
- Neighborhood Serving Overlay

## Existing Zoning

- Multiple Family (R-3)
- Limited Commercial (C-1)
- Commercial (C-2)
- Limited Industrial (M-1)
- Light Industrial (M-2)
- Specific Plan 2 (SP2)



# OVERVIEW OF CHANGES

## REVISIONS AND REFINEMENTS BASED ON COMMUNITY INPUT

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

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

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

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

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

# LOCATION OF HOUSING: 2005 SPECIFIC PLAN

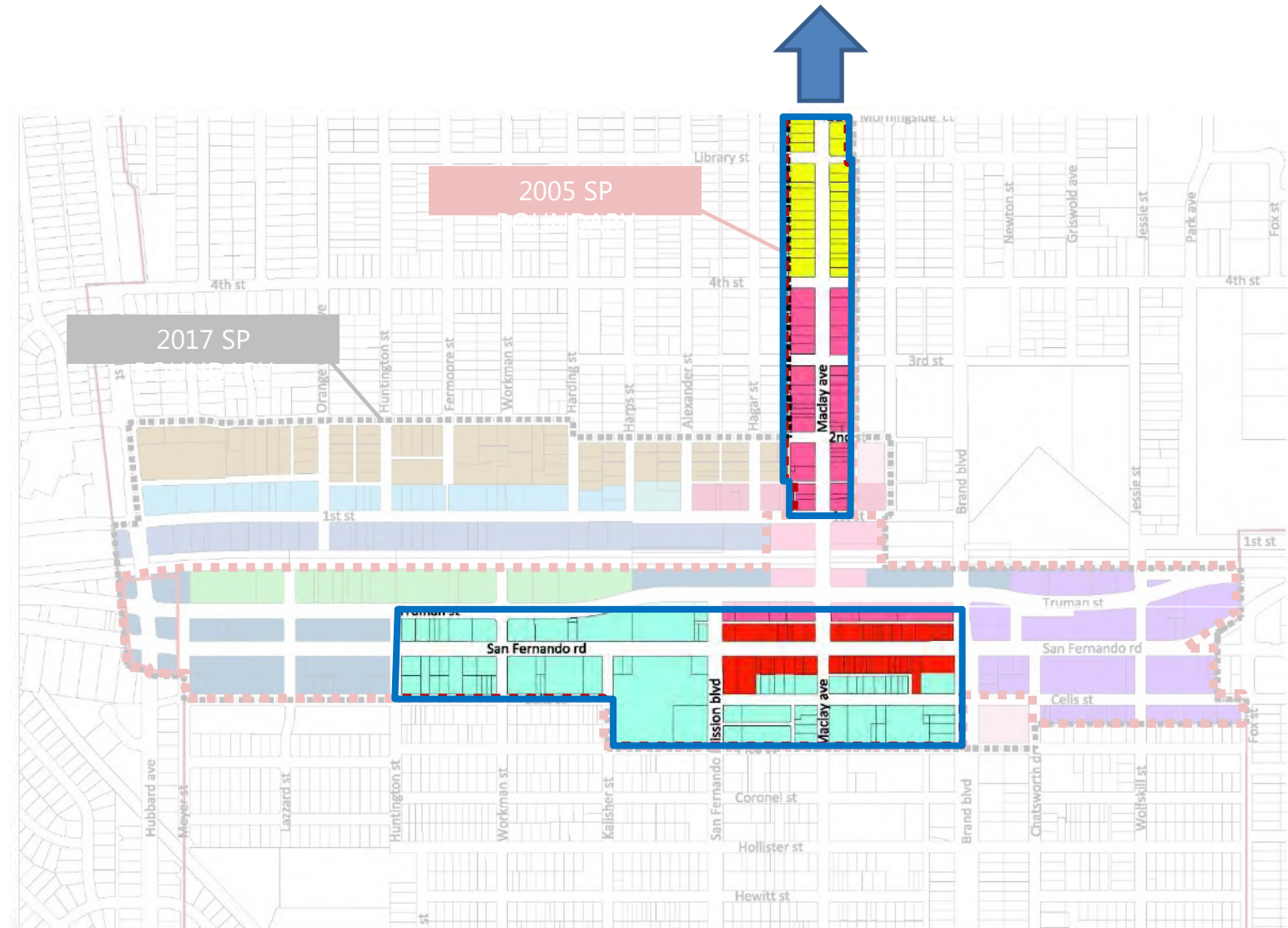
Within 2005 Specific Plan Area  
Within San Fernando Zoning Area

## Existing Corridors Specific Plan

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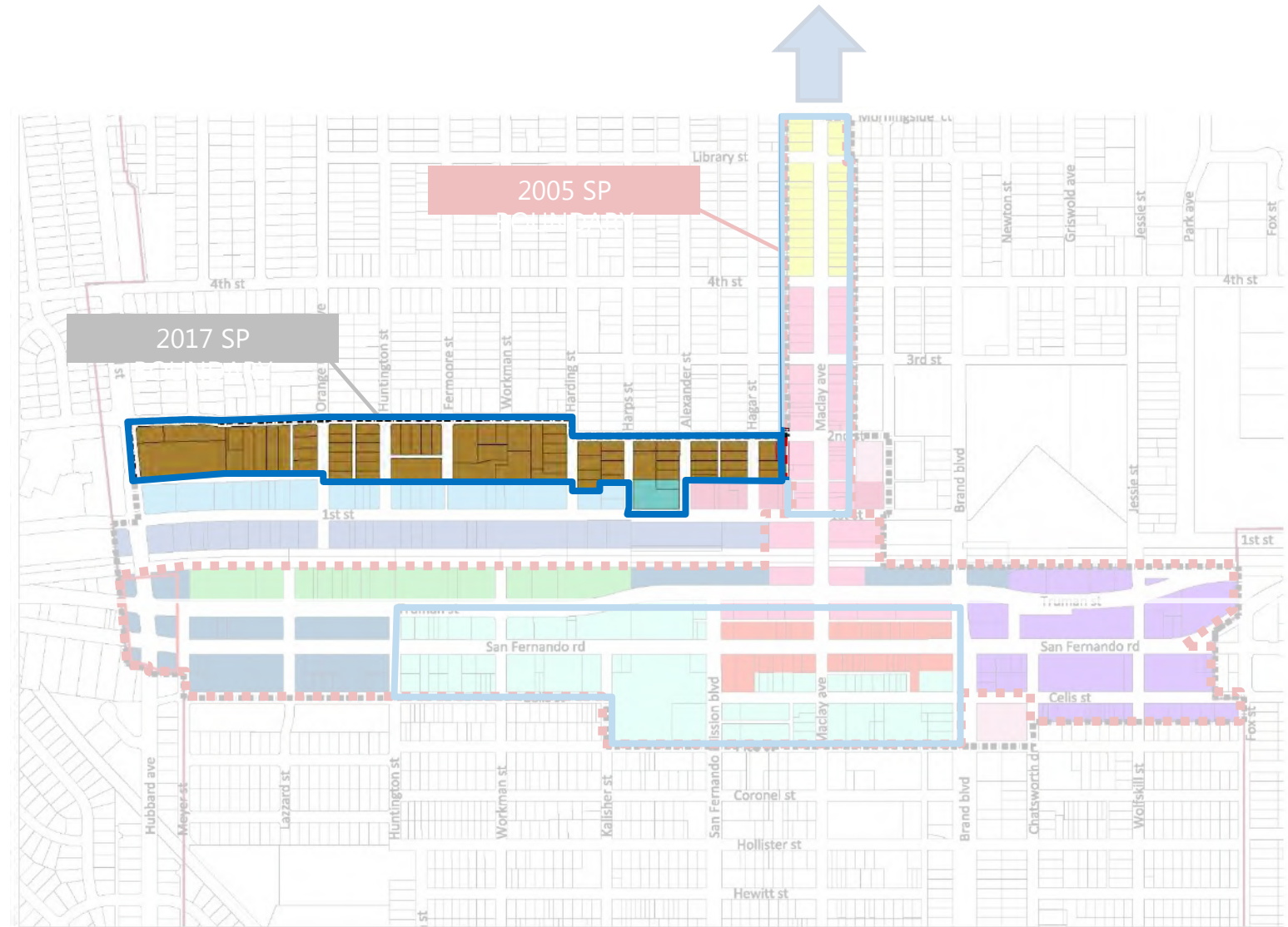
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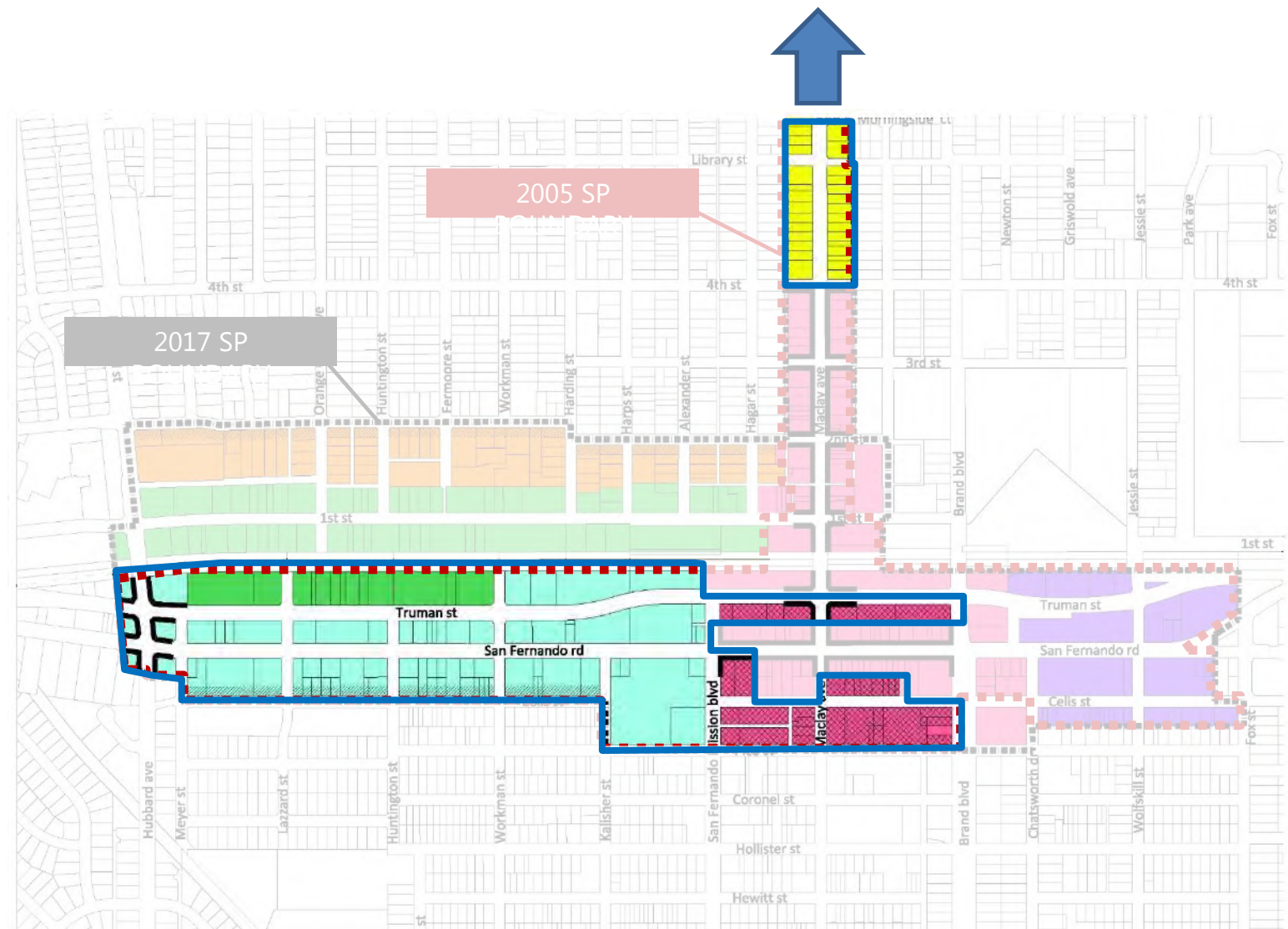


# LOCATION HOUSING: 2017 SPECIFIC PLAN

Within 2005 Specific Plan Area  
Within San Fernando Zoning Area

**Proposed Corridors Specific Plan**

- ■ ■ ■ 2017 Specific Plan Boundary
- City Center Sub-District
- Mixed-Use Corridor Sub-District
- Workplace Flex District
- General Neighborhood District
- Maclay District
- Auto Commercial Sub-District
- Shopfront Overlay
- ▨ Reduced Height Overlay
- ▩ Mixed-Use Overlay



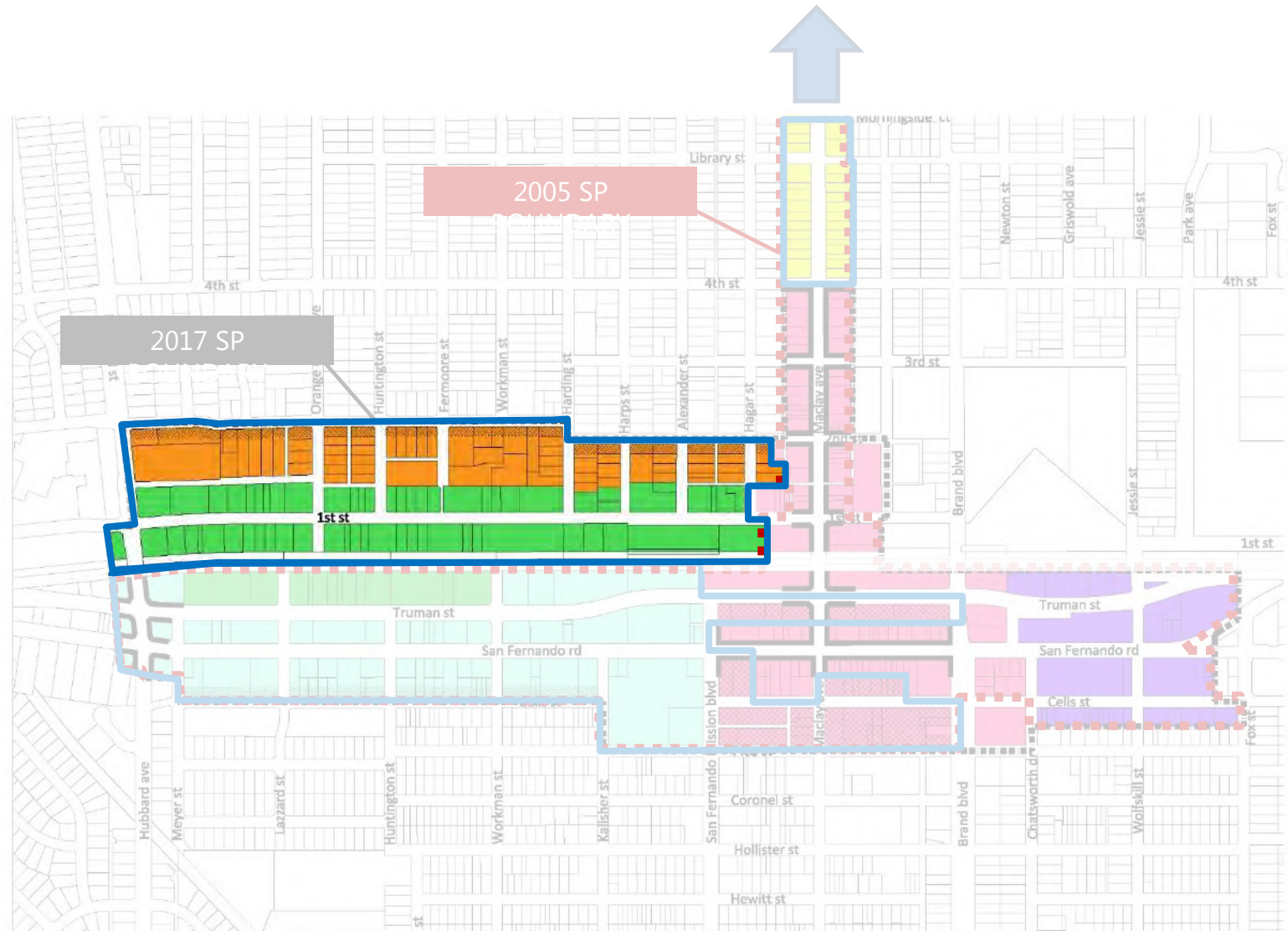


# LOCATION OF HOUSING: 2017 SPECIFIC PLAN

Within 2005 Specific Plan Area  
Within San Fernando Zoning Area

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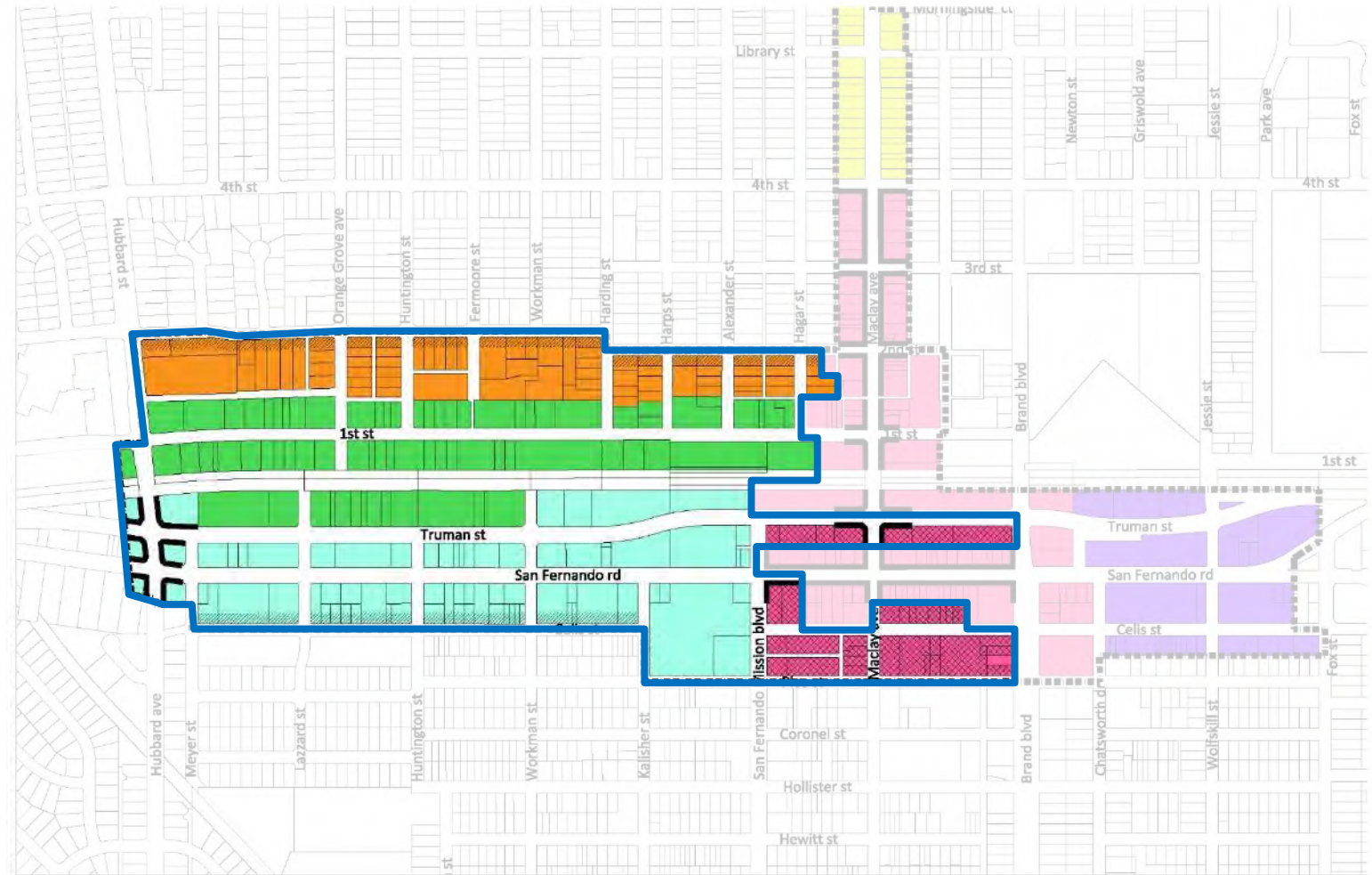


# CUP REQUIRED FOR HOUSING

- Require CUP for all multi-family residential buildings.

## Proposed Corridors Specific Plan

- 2017 Specific Plan Boundary
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- Mixed-Use Corridor Sub-District
- Workplace Flex District
- General Neighborhood District
- Maclay District
- Auto Commercial Sub-District
- Shopfront Overlay
- Reduced Height Overlay
- Mixed-Use Overlay





# ESSENTIAL CHARACTER: CITY CENTER SUB-DISTRICT



# DEVELOPMENT REGULATIONS: CITY CENTER SUB-DISTRICT

	Existing	Proposed
<b>Residential Land Use</b>	<ul style="list-style-type: none"><li>• Permitted by right</li><li>• Only allowed on upper floors</li></ul>	<ul style="list-style-type: none"><li>• Permitted <b>subject to CUP, and only within Mixed-Use Overlay area</b></li><li>• Allowed only on upper floors</li></ul>
<b>Height</b>	<ul style="list-style-type: none"><li>• <b>4 floors / 50 ft.</b></li></ul>	<ul style="list-style-type: none"><li>• <b>3 floors / 40 ft.</b></li><li>• <b>4 floors / 50 ft. within Mixed-Use Overlay only</b></li></ul>
<b>Floor Area Ratio</b>	<ul style="list-style-type: none"><li>• 3.0 FAR max.</li><li>• 3.5 FAR max. for mixed-use development</li></ul>	<ul style="list-style-type: none"><li>• 3.0 FAR max.</li><li>• 3.5 FAR max. for mixed-use development <b>within Mixed-Use Overlay</b></li></ul>
<b>Residential Density</b>	<ul style="list-style-type: none"><li>• <b>No density limit.</b> Amount of development limited only by FAR and parking</li></ul>	<ul style="list-style-type: none"><li>• <b>Up to 50 du/acre maximum, within Mixed-Use Overlay only</b></li></ul>
<b>Front Setback</b>	<ul style="list-style-type: none"><li>• 0 - 15 ft.</li></ul>	<ul style="list-style-type: none"><li>• 0 - 15 ft.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• <u>San Fernando Rd. and Maclay Ave:</u> Behind buildings, subterranean, or screened by liner</li><li>• <u>Other streets:</u> 5 ft. from front property line.</li></ul>	<ul style="list-style-type: none"><li>• <u>San Fernando Rd. and Maclay Ave:</u> Behind buildings, subterranean, or screened by liner</li><li>• <u>Other streets:</u> 5 ft. from front property line.</li></ul>



# ESSENTIAL CHARACTER: CITY CENTER SUB-DISTRICT



2016 Draft



Now Proposed

# STREETSCAPE CHARACTER: SAN FERNANDO ROAD

## EXISTING

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





# STREETSCAPE CHARACTER: SAN FERNANDO ROAD

## PROPOSED

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



# STREETSCAPE CHARACTER: TRUMAN STREET

## EXISTING

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





# STREETSCAPE CHARACTER: TRUMAN STREET

## PROPOSED

Two travel lanes each direction.

- 10' wide lane striping helps slow traffic.
- Left and right turn lanes provided at MacClay Avenue and Hubbard Avenue; left turn lane provided at San Fernando Mission Boulevard.
- Parallel parking both sides of street (except at intersections to accommodate right-turn lanes).
- Existing *figus* trees replaced with more attractive and open tree type.





# ESSENTIAL CHARACTER: MIXED-USE CORRIDOR SUB-DISTRICT





# DEVELOPMENT REGULATIONS: MIXED-USE CORRIDOR SUB-DISTRICT

	Existing	Proposed
<b>Residential Land Use</b>	<ul style="list-style-type: none"><li>• Permitted by right between Huntington and San Fernando Mission.</li><li>• Not allowed between Huntington and Hubbard.</li></ul>	<ul style="list-style-type: none"><li>• Permitted <b>subject to CUP</b></li></ul>
<b>Height</b>	<ul style="list-style-type: none"><li>• 3 floors / 40 ft.</li><li>• <b>4 floors / 50 ft.</b> when residential provided as part of mixed-use project</li></ul>	<ul style="list-style-type: none"><li>• <b>3 floors / 40 ft.</b></li></ul>
<b>Floor Area Ratio</b>	<ul style="list-style-type: none"><li>• 2.0 FAR max.</li><li>• 2.5 FAR max. for mixed-use development</li></ul>	<ul style="list-style-type: none"><li>• 2.0 FAR max.</li><li>• 2.5 FAR max. for mixed-use development</li></ul>
<b>Residential Density</b>	<ul style="list-style-type: none"><li>• <b>Up to 45</b> dwellings per acre</li></ul>	<ul style="list-style-type: none"><li>• <b>Up to 36</b> dwellings per acre</li></ul>
<b>Front Setback</b>	<ul style="list-style-type: none"><li>• 0 - 15 ft.</li></ul>	<ul style="list-style-type: none"><li>• 0 - 15 ft.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 6 ft. behind front property line.</li></ul>	<ul style="list-style-type: none"><li>• <b><u>San Fernando Rd.</u>: Behind buildings, subterranean, or screened by liner</b></li><li>• <b><u>Other streets</u>: Screened from view of street</b></li><li>• <b>Access from streets other than San Fernando Rd.</b></li></ul>

# ESSENTIAL CHARACTER: MIXED-USE CORRIDOR SUB-DISTRICT



2016 Draft



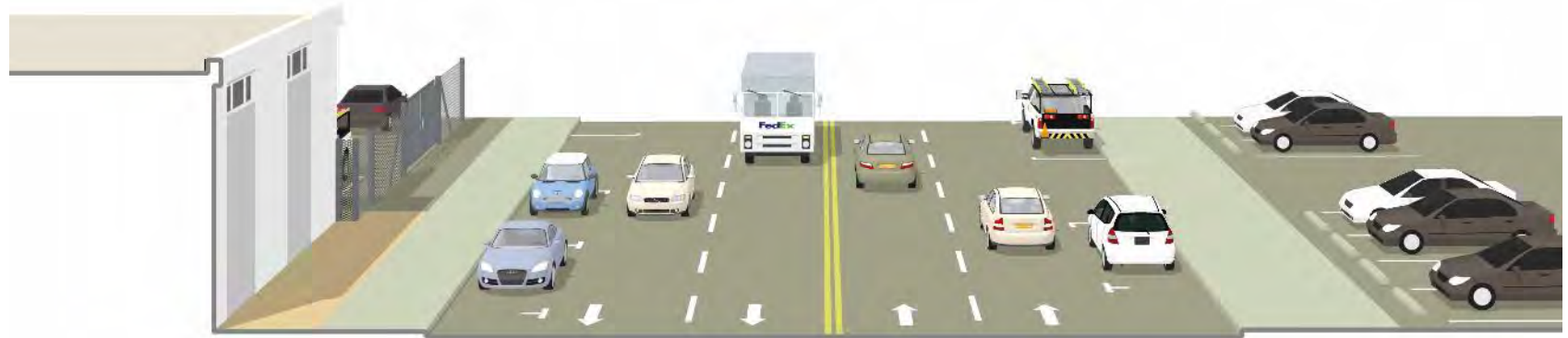
Now Proposed



# STREETSCAPE CHARACTER: SAN FERNANDO NORTH

## EXISTING

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



# STREETSCAPE CHARACTER: SAN FERNANDO NORTH

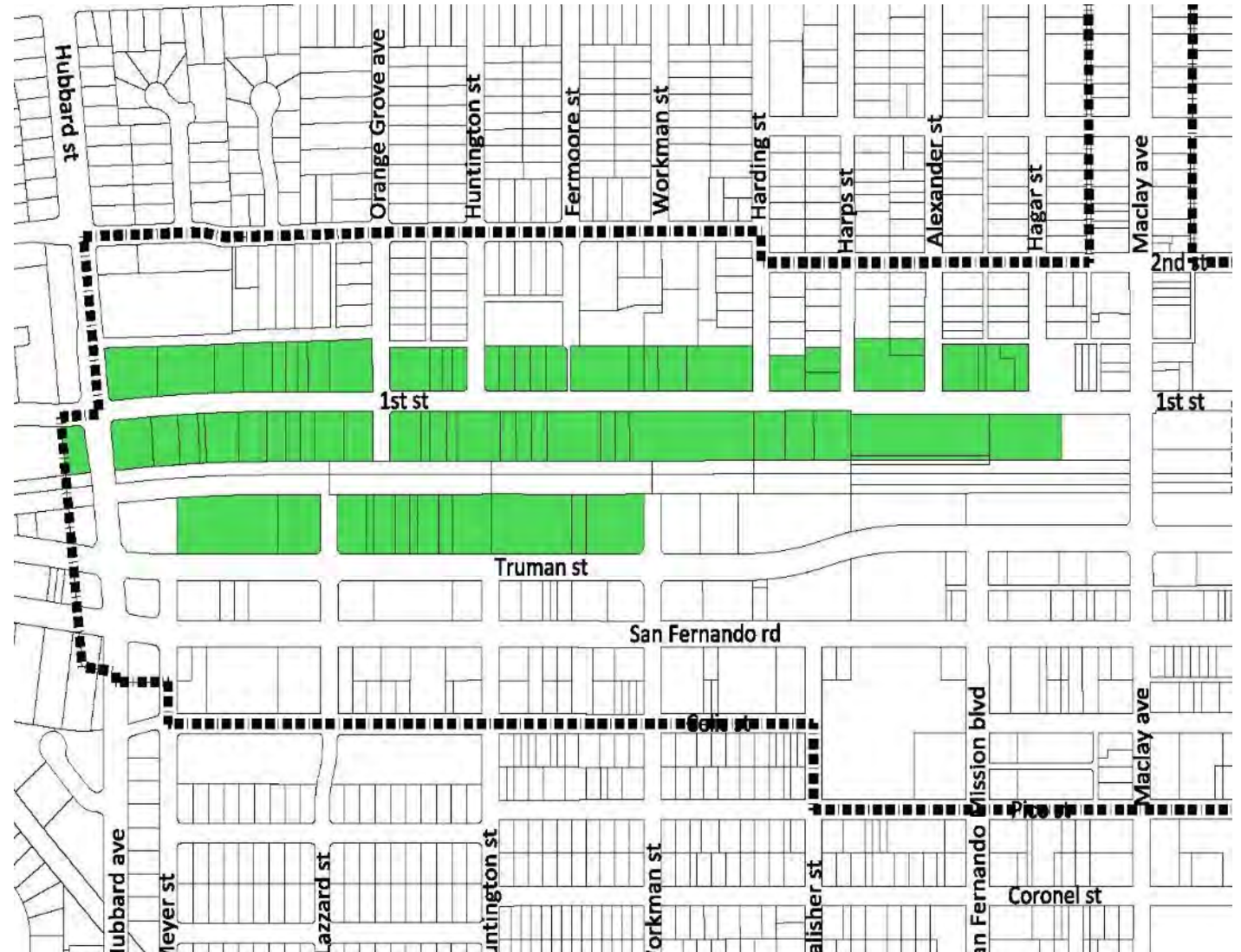
## PROPOSED

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





# ESSENTIAL CHARACTER: WORKPLACE FLEX DISTRICT



# DEVELOPMENT REGULATIONS: WORKPLACE FLEX DISTRICT

	Existing	Proposed
<b>Residential Land Use</b>	<ul style="list-style-type: none"><li>• Not permitted.</li></ul>	<ul style="list-style-type: none"><li>• Only Live/Work permitted, subject to CUP.</li></ul>
<b>Height</b>	<ul style="list-style-type: none"><li>• <u>North of tracks</u>: 45 ft</li><li>• <u>South of tracks</u>: 3 floors / 40 ft.</li></ul>	<ul style="list-style-type: none"><li>• <u>North of tracks</u>: 3 floors / 40 ft.</li><li>• <u>South of tracks</u>: 3 floors / 40 ft.</li></ul>
<b>Floor Area Ratio</b>	<ul style="list-style-type: none"><li>• 2.0 FAR max.</li><li>• 2.5 FAR max. for mixed-use development</li></ul>	<ul style="list-style-type: none"><li>• 2.0 FAR max.</li><li>• 2.5 FAR max. for mixed-use development</li></ul>
<b>Residential Density</b>	<ul style="list-style-type: none"><li>• n/a</li></ul>	<ul style="list-style-type: none"><li>• Up to 18 dwellings per acre</li></ul>
<b>Front Setback</b>	<ul style="list-style-type: none"><li>• 6 - 15 ft.</li></ul>	<ul style="list-style-type: none"><li>• 6 - 15 ft.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 6 ft. behind front property line.</li></ul>	<ul style="list-style-type: none"><li>• Behind or next to buildings</li><li>• Screened from view of street</li></ul>



# STREETSCAPE CHARACTER: FIRST STREET

## EXISTING

- One lane each direction.
- Parallel parking both sides.



# STREETSCAPE CHARACTER: FIRST STREET

## PROPOSED

- One lane each direction.
- Parallel parking both sides.
- Accommodates bicycles via sharrow.
- Set-back buildings result in a wider sidewalk.
- Live-work buildings accommodated.
- Replace any existing *ficus* trees with appropriate street tree species along entire length of First Street.





# ESSENTIAL CHARACTER: GENERAL NEIGHBORHOOD DISTRICT



# DEVELOPMENT REGULATIONS: GENERAL NEIGHBORHOOD DISTRICT

	Existing	Proposed
Land Use	<ul style="list-style-type: none"><li>• Permitted by right</li></ul>	<ul style="list-style-type: none"><li>• Permitted <b>subject to CUP.</b></li></ul>
Height	<ul style="list-style-type: none"><li>• 45 ft</li></ul>	<ul style="list-style-type: none"><li>• 45 ft. <b>(4 floors); 2.5 floor height limit along Second Street</b></li></ul>
Floor Area Ratio	<ul style="list-style-type: none"><li>• n/a</li></ul>	<ul style="list-style-type: none"><li>• n/a</li></ul>
Residential Density	<ul style="list-style-type: none"><li>• Up to 43 dwellings per acre</li></ul>	<ul style="list-style-type: none"><li>• Up to 43 dwellings per acre</li></ul>
Front Setback	<ul style="list-style-type: none"><li>• 20 ft. front setback</li></ul>	<ul style="list-style-type: none"><li>• 20 ft. front setback</li></ul>
Parking	<ul style="list-style-type: none"><li>• 20 ft. behind front property line</li></ul>	<ul style="list-style-type: none"><li>• <b>Behind building;</b></li><li>• <b>Access from alley, side streets, or narrow driveway</b></li></ul>



# ESSENTIAL CHARACTER: GENERAL NEIGHBORHOOD DISTRICT



Current Zoning



Now Proposed along Front of Lot



# NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)



SAN FERNANDO T.O.D. OVERLAY ZONES





# NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)



Four-story building allowed per current R-3 zoning.





# NEIGHBORHOOD GENERAL (Existing R-3 Zoning Modified)



Three-story building.





# NEIGHBORHOOD GENERAL (Existing R-3 Zoning Revamped)



Two-story building.



# HOUSE-FORM, NEIGHBORHOOD-SCALE MASSING





# DESIGN GUIDELINES

## ■ Building Massing and Scale.

Building siting and orientation; horizontal mass for commercial and for residential buildings; base treatment; corner buildings; main entrance; accessory buildings and additions; loading and service entrances; parking podiums.

## ■ Architectural Style. Mission, Spanish Colonial, Mediterranean, Monterey Style, Art Deco Style, Early 20th Century Commercial Style



### The Downtown District

### The Maclay District



### Workplace Flex District

#### Design Standards



### General Neighborhood

#### PURPOSE

The General Neighborhood District, which allows multi-family buildings up to four stories in height, occupies the parcels between Downtown San Fernando and the single-family neighborhoods to the north of Second Street. Accordingly, housing along Second Street must be designed to be compatible with the single-family houses – most of which are only one-story in height – across the street. The front portions of new buildings that directly front onto Second Street should be conceived as larger versions of the single-family homes across the street. Architecture should be residential in massing, scale, proportion, and detailing. Plantings and landscaped setbacks can increase the prominence and grandeur of the project, while giving residences more privacy from the public realm of the street. Residential entrances above street level can create a sense of privacy and distance from the street. Individual units should be organized in groups, as a part of a larger whole, to create buildings that are of a scale and character appropriate to a wide, frequently traveled road.



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.

#### BUILDING MASS AND SCALE

##### 0.1 Building Site and Orientation:

Buildings should be sited to define the street edge.

1. Buildings should orient towards the street. Buildings should not orient to parking lots at the sides or rears of buildings.
2. Building facades along the primary street frontage should contain elevations activated by doors and windows that look onto the street.
3. Street-facing building masses should be of a substantial scale and character, reading as “grand mansions” or simply as larger versions of the City’s single-family homes.

##### 0.2 Massing and Scale:

1. The portions of buildings that are located within 25 feet of the front setback line front directly onto Second Street should be designed per the following massing recommendations:
  - a. Buildings should be horizontal in massing, and where possible should have a greater length than height.
  - b. Buildings should be designed as simply massed volumes that are compatible in scale and form

2. Building facades along the primary street frontage should contain elevations activated by doors and



- b. Vary portions of the building wall along the front “build-to” line, using porches, bays or building volumes to create changes along the



a special decorative material for wall panels or sills in combination with other materials, such as stucco, brick or concrete.



3. The entrance to the building should be located above the

- c. To be compatible in scale and form with adjacent one- or two-story buildings, portions of buildings fronting adjacent to should consider:
  - i. Modulating side yard and rear yard setbacks to provide as much distance as possible between the facades of a proposed building and existing buildings in order to preserve the privacy of the outdoor spaces of both.
  - ii. Orienting side yard open spaces of proposed buildings to face the side yard open spaces, where present, of adjacent buildings.
  - iii. Introducing landscape and/or trees as a screen between existing and new buildings.



Upper floors are incorporated into the attic spaces and are lit by dormer windows.

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

#### 0.3 Main entrance:

The main entrance of a building should be located along the primary street facade of the building. Entrances should be designed to be consistent with the overall architectural style of the building.

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



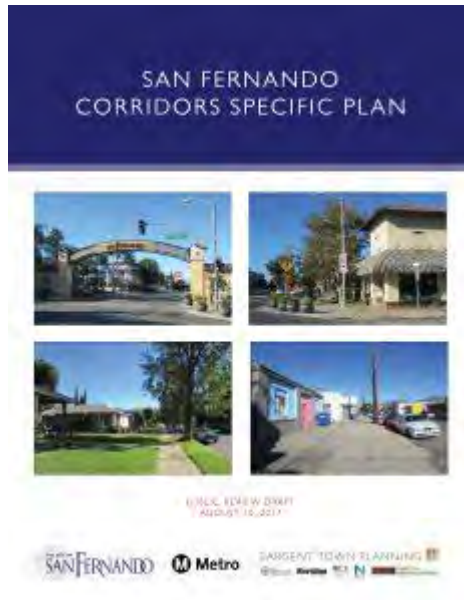
This multi-family building is subdivided into modules that express the individuality of each unit.

- a. Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface;
- b. Indicated by a projection from the building facade, and covered by means of a porch or portico that projects from the building face;
- c. Indicated by a recessed entry recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware;
- d. Denoted by a single arch or series of arches to indicate entry; arched entry porches or passage ways are also recommended.
- e. Framed by special architectural elements, such as columns, archways, and overhanging roofs;
- f. Emphasized by a small roof overhang over the entrance; change in roofline or a major break in the surface of the subject wall.



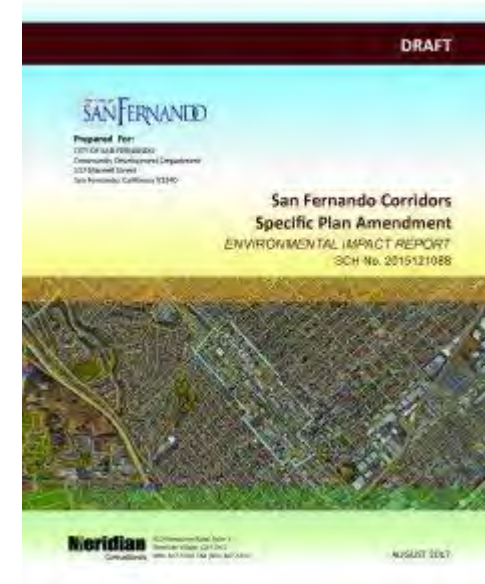
Units to this multi-family courtyard building are accessed through an inviting, covered passage.

2. At residential buildings, multiple entrances are recommended on the front facade. Where possible, entrances should be included within each module



# CEQA Review of Proposed Amendment to San Fernando Corridors Specific Plan

Public Meeting #1  
August 28, 2017  
Las Palmas Park





# AGENDA

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

# PURPOSES

- Purpose of California Environmental Quality Act (CEQA)
  - Avoid or Reduce Adverse Environmental Effects
  - Promote Informed Decisions
  - Increase The Public's Understanding and Participation in Decisions
  - Promote Coordination Between Government Agencies
- Purpose of Environmental Impact Report (EIR)
  - An informational document
  - Shall be considered by every public agency prior to its approval or disapproval of a project.
  - Provide public agencies and the public in general with detailed information about effect of a project
  - List ways in which the significant effects might be minimized
  - Indicate alternatives to project



# PROJECT

- Definition of “Project” [defined in Public Resource Code §21065]:

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

(a) An activity directly undertaken by any public agency.

(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

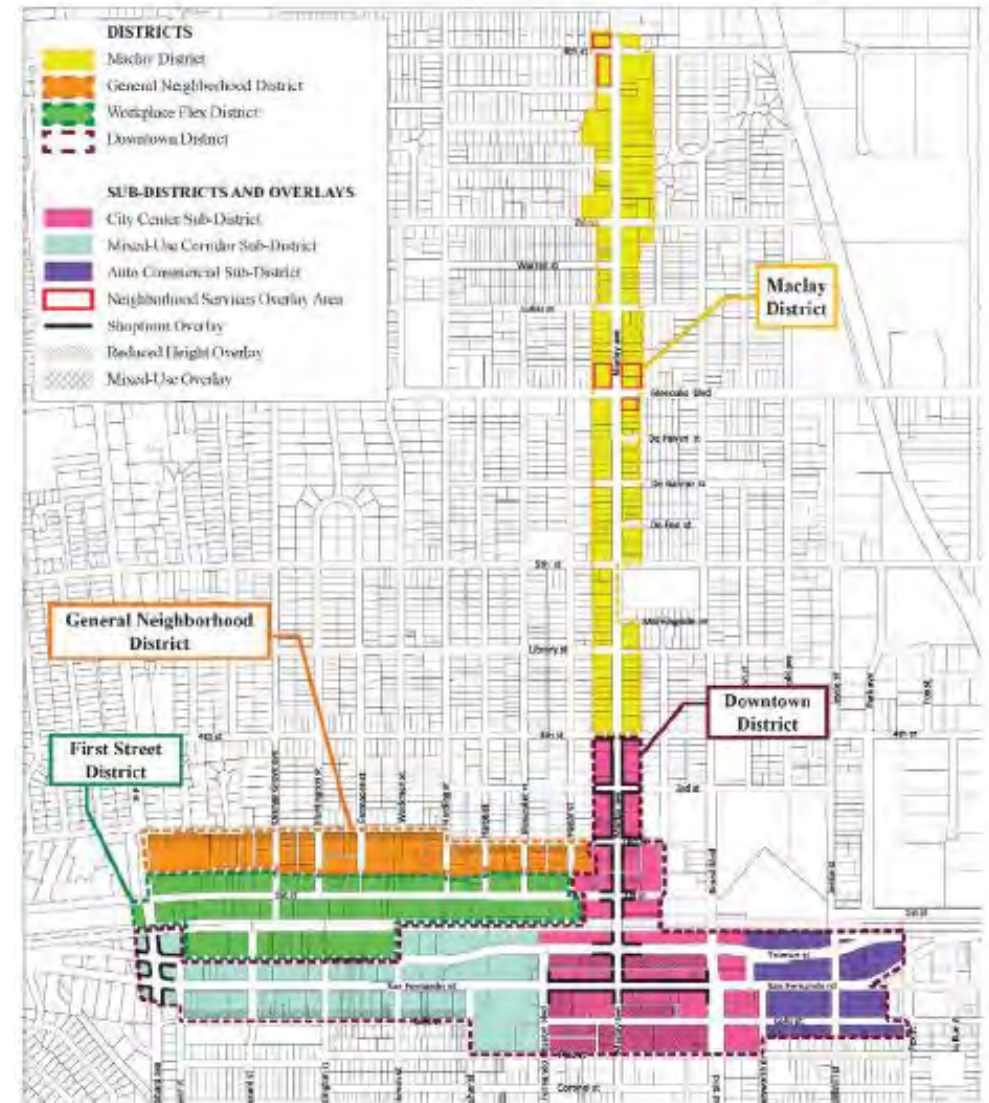
(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

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

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

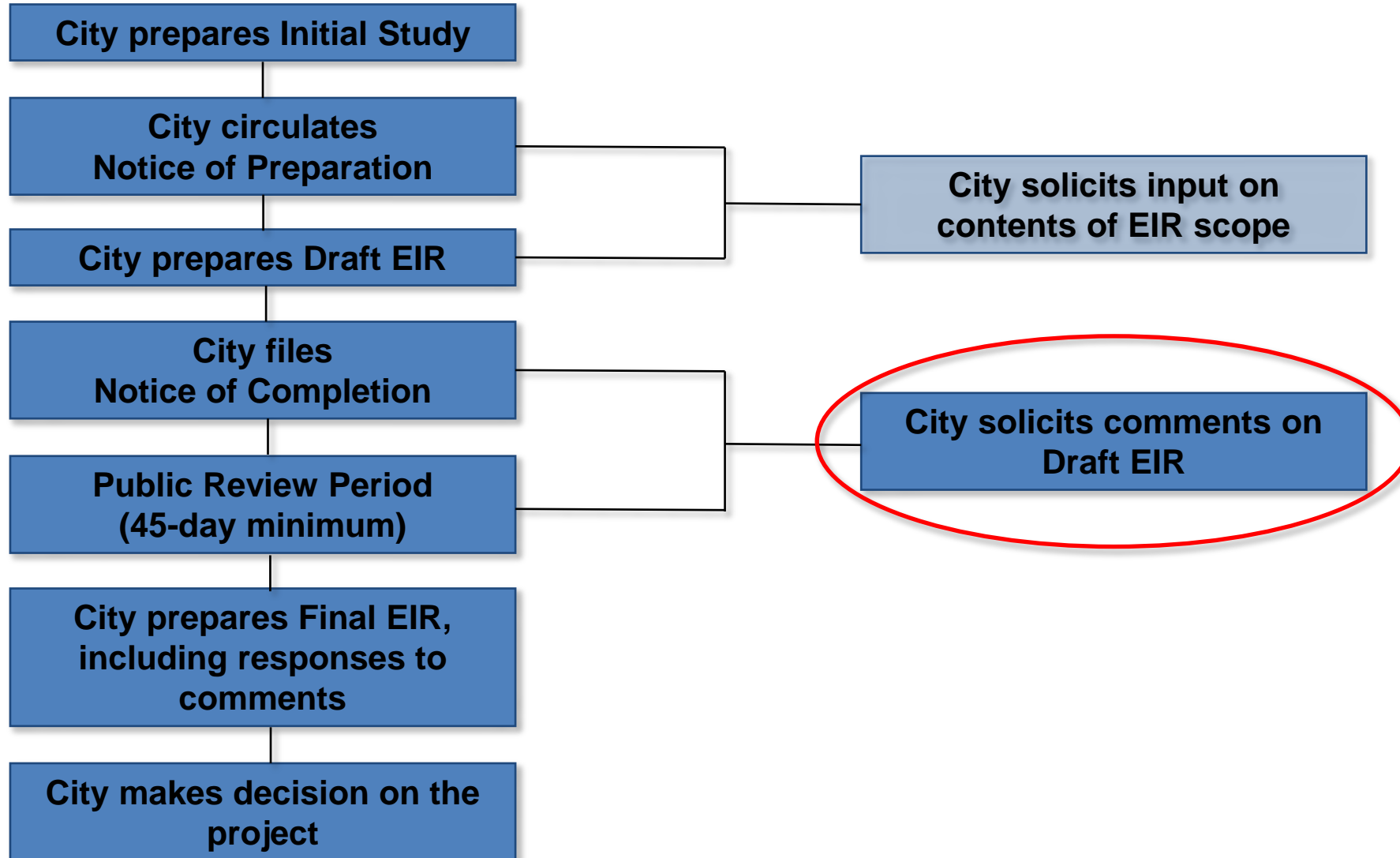
# PROPOSED SPECIFIC PLAN AMENDMENT

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





# EIR PROCESS



# CONTENTS OF EIR

1. Project Description
2. Description of Existing Conditions
3. Discussion of Potential Environmental Impacts
4. Identification of Mitigation Measures
5. Analysis of Project Alternatives



# ISSUES EVALUATED IN THE EIR (1)

## ■ Aesthetics

- Project would result in indirect changes to visual character
- Intend of Project is to improve design characteristics of downtown San Fernando

## ■ Air Quality

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

## ■ Cultural Resources

- City contains historic buildings
- Potential for subsurface historic, pre-historic, paleontological, and tribal cultural resources

## ■ Greenhouse Gas Emissions

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

## ■ Land Use Planning

- Consistency with local and regional planning documents

# ISSUES EVALUATED IN THE EIR (2)

## ■ Noise

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

## ■ Population & Housing

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

## ■ Public Services & Recreation

- Future development would increase demands on Fire, Police, Schools, Libraries and Parks

## ■ Transportation & Circulation

- Changes in roadways and future growth could impact automobile transportation
- Project would also improve pedestrian experience and transit connections



# ISSUES EVALUATED IN THE EIR (3)

## ■ Utilities

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

### Water Supply Assessment (WSA) Results

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

### Sewer Master Plan

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

# ALTERNATIVES

## ■ Alternative 1: No Project

- Specific Plan not amended; future developments occur per the 2005 Corridors Specific Plan.
- Development potential: 620 housing units; 122,139, sq.ft. retail; 605,936 sq.ft. office

## ■ Alternative 2: No Housing in City Center

- Same development potential as Project, residential uses distributed differently

## ■ Alternative 3: Housing in General Neighborhood District Only

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

## ■ Alternative 4: Reduced Residential Density

- Reduction in density
- Development potential: 575 housing units; 96,307 sq.ft. retail; 285,907 sq.ft.
- Would contain 575 residential units; 96,307 sq. ft. of retail and 285,907 sq. ft. of office

# EIR CONCLUSIONS

## ■ CULTURAL RESOURCES and TRIBAL CULTURAL RESOURCES

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

## ■ NOISE

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

## ■ TRANSPORTATION/TRAFFIC

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

## ■ ALTERNATIVES

- Alternatives would not avoid construction related impacts
- Alternative traffic would be different, though significant impacts would not be fully avoided



# WHAT'S NEXT

## ■ Review of the Draft EIR

- Comment period extends until September 25
- Second public meeting Friday, September 15 at Recreation Park

## ■ Preparation of Final EIR

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

## ■ Planning Board and City Council consideration of project

- Final EIR and Project are expected to be presented for consideration toward end of year.

# QUESTIONS?

# DISCUSSION TOPICS

## FOR EACH OF THE SPECIFIC PLAN DISTRICTS AND SUB-DISTRICTS DESCRIBED ABOVE:

- Do you think the type of physical environment we are suggesting will help to attract the type of infill development the community would like to see?
- Do you think the general range and character of streetscape improvements we have described will support pedestrian safety, comfort, and easy access to transit?
- Do you think these improvements will help encourage more people to come Downtown more often and spend more time?
- Do any of the buildings or land uses we have shown seem out of place for San Fernando?