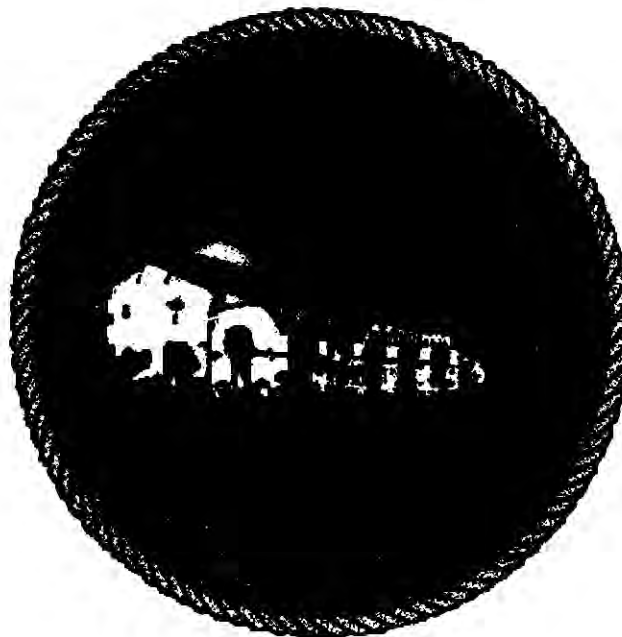


CITY OF SAN FERNANDO

GENERAL PLAN

REVISED



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CITY OF SAN FERNANDO
REVISED GENERAL PLAN

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I. INTRODUCTION AND BACKGROUND

L **INTRODUCTION AND BACKGROUND**

PURPOSE AND FUNCTION

The 1987 General Plan establishes a statement on the future of the community and indicates how the City plans to respond to diverse human needs such as shelter, commerce, employment, recreation and the protection of health, safety and welfare. The General Plan establishes the manner in which these needs will be met by the adoption of city policies for several areas of concern which are called "elements." Each "element" deals with a major aspect of the human and physical environment which makes up the San Fernando community. There are seven elements which are required to be included in a modern General Plan – land use, circulation, housing, open space, conservation, safety and noise.

San Fernando, which is predominantly a residential community characterized by low rise buildings, is almost entirely built-out. The 1987 General Plan establishes a complete and adequate general plan and also resolves several issues affecting the built and unbuilt environment of the City. With the adoption of all the elements, the City now has a complete and adequate General Plan meeting the requirements of the State planning law. In addition, the Planning Commission and City Council are in an informed position to

resolve several land use issues that affect sub-areas of the community. These "issue areas" include those in the list below:

1. Mission Boulevard
2. San Fernando/Truman Street
3. San Fernando Airport area
4. Kalisher Street
5. Commercial land use and zoning designations
6. Multiple-family land use designations

GENERAL PLAN LEGISLATION

Originally, a general plan consisted of only a "land use" element and "circulation" element. In the past 20 years several other elements were added to the general plan including housing, open space, conservation, safety and noise. Most of these elements were added to the General Plan in the early 1970's in response to issues and problems which the State legislature determined needed the attention of local government. The "Housing Element", for instance, was added to the list of mandatory elements in 1967 because the home building industry considered it a means to increasing housing production. Since then the State legislature has made several refinements to the general plan housing element requirement. Another example is the "Seismic Safety Element" which became a mandatory element following the public concern for health and safety that was evident after the devastating effects of the local earthquake in February 1971.

In 1984, the most recent revisions to the legislation governing the preparation of general plans were enacted. One revision combined the "Seismic Safety Element" and the "Safety Element" into a single document which must include generally the same information as previously contained in the two elements. The requirement for a "Scenic Highways Element" was deleted and changes were made regarding the information and methods of preparing the "Noise Element".

Another major revision related to the implementation of a general plan after it is adopted by the Planning Commission and the City Council. Section 65400 of the Government Code was amended to read:

Section 65400. After the legislative body has adopted all or part of a general plan, the planning agency shall do all of the following:

(a) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or any element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(b) Provide an annual report to the legislative body on the status of the plan and progress in its implementation. (emphasis added)

The 1987 General Plan completely meets the letter and spirit of the revisions made to Government Code Section 65400. Each element contains a detailed list and description of current and proposed "implementing actions".

Another requirement that is met by the 1987 General Plan is the "housing" element update. Article 10.6 of the Government Code requires that this element be reviewed and updated periodically but no later than once every five-years. The 1987 General Plan includes the updated Housing Element.

DEFINITIONS OF KEY PLANNING TERMS

The Government Code uses several words that at best may be called "planning terminology." Definitions for these terms, however, are not provided. Some of the planning terms that will be used in the 1985 General Plan are goal, objective, policy, implementation action and program. These terms are defined in the "General Plan Guidelines" prepared by the State Office of Planning and Research, as follows:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Objective: A measurable goal. Example -- "To reduce peak-hour traffic congestion to service level "C" by 1984".

Policy (1): A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both text and diagrams.

Policy (2): A specific statement guiding action and implying clear commitment. Example -- "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking and horseback riding".

Implementation Program (Action Program): A coordinated set of measures to carry out the policies of the general plan. Example -- Open space action program for implementing open space policies.

Implementation Measure: An action, procedure, program or technique that carries out general plan policy. Example -- "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan".

Several of the elements have terms unique to their intent and purpose. For instance, the "housing" element is the only one which refers to the planning term "objectives". In this instance, the term means "numerical targets" which represent the maximum feasible effort by the City that can be achieved during a five-year period. Another example is the "noise" element which contains many technical terms and concepts. The terms and concepts unique to each element will be included in a Technical Appendix. The intent and purpose of each element will be described briefly in the discussion of each element. The legislative definitions of each element will be reproduced in a Technical Appendix.

PREVIOUS GENERAL PLAN

The previous General Plan consisted of the elements that were adopted on October 1, 1973 (C.C. Resolution #4694, P.C. Resolution # 502 and 516) which included Population, Circulation, Public Facilities, Land Use and Housing. The Seismic Safety Element was not adopted in October 1973. In addition, the current General Plan includes the Open Space Element that was adopted by the Planning Commission and City Council in May, 1973. Finally, the General Plan includes the updated Housing Element that was approved in September 1983.

As a result, the City needed three elements to have a complete General Plan -- Conservation, Safety and Noise. In addition, other elements needed to be updated to reflect present-day interests and values and satisfy the content requirements of the most recent planning legislative requirements. The emphasis of the 1987 General Plan is to adopt the three elements mentioned above, to update the remaining elements particularly the Land Use Element, and to incorporate the ways of resolving the issues and concerns affecting certain sub-areas of the community.

I. REGIONAL AND LOCAL SETTING

REGIONAL SETTING

San Fernando is bordered on the north and west by the Simi Hills and the Santa Susana Mountains. The Santa Monica Mountains, to the south, separate the area from the Los Angeles Basin, while the San Gabriel Mountains lie to the northeast. Although San Fernando lies close to the base of the San Gabriel Mountains, most land within the City exhibits a very gentle slope with elevations ranging from a low of 1,017 feet to a high of 1,250 feet above sea level.

San Fernando lies on a portion of an alluvial fan resulting from the deposition of alluvial materials from the steeply sloping canyons to the north and east. Major contributors include the Pacoima Wash, May Canyon, Wilson Canyon and Sombrero Canyon. Deposits of sands, gravels and conglomerates up to 1,500 feet in depth are found in the area. These materials overlie a greater thickness of poorly sorted non-marine sediments (Saugus Formation), which in turn overlies up to 18,000 feet of older sediments.

San Fernando exhibits a climate similar to most other portions of the San Fernando Valley. The variance in climate is moderate with warm dry summers and precipitation usually occurring in the winter and early spring months. The average annual rainfall is approximately 17 inches. Sunshine is abundant during the summer and fall months. Temperatures range from a mean minimum of 46.2 degrees to a mean maximum of 79.4 degrees. Prevailing winds are from the south.

The City of San Fernando is strongly affected by surrounding communities. A portion of the labor force comes from outlying areas and commercial facilities within the City are dependent on trade for the surrounding region. Consequently, commercial, industrial, recreational and housing demands in San Fernando follow a pattern more representative of a larger city.

LOCAL SETTING

Development of the San Fernando Valley was initiated with the establishment of the Mission de San Fernando Rey in 1797 under the leadership of padres Fermin Lasuen and Francisco Dumetz. Lands adjacent to the Mission were used for farming and raising herds of cattle. After passing through various ownerships, half of the mission tract was sold to George K. Porter, a San Francisco shoe manufacturer, and Senator Charles Maclay in 1874. On September 15, 1874 they filed a tract map entitled Map of the City of San Fernando and were credited as being the initial subdividers of San Fernando.

The subdivision included that portion of the City south of the Southern Pacific Railroad tracks and a portion of the City of Los Angeles extending southwest to the Mission. This subdivision established much of the City's street pattern with many of the streets still retaining their original names. Present land use patterns were being formed at this time and a period of rapid growth from 1920 to 1930 witnessed a further consolidation of land uses. The first zoning ordinance and plan, adopted in 1929, reflected land uses as of that date. Changes in land use and zoning patterns since then have been relatively minor.

The City contains approximately 2.4 square miles and is completely surrounded by the City of Los Angeles. Residential uses occupy approximately 620 acres or 39 percent of the City. Some of the developed area was destroyed during the February 1971 earthquake. Approximately nine percent of the City is vacant, which provides a potential for new development. The major portion of any new growth will have to occur in areas of regeneration. Expansion through annexation would not be feasible due to the City being completely surrounded by the City of Los Angeles.



Regional Location Map
SAN FERNANDO GENERAL PLAN

III. GENERAL PLAN OVERVIEW

II. GENERAL PLAN OVERVIEW

INTRODUCTION

A major function of the General Plan is to consolidate all of the elements into a common format and thereby provide an opportunity to establish a uniform data base and set forth consistent and contemporary policy statements. Over the years, the Planning Commission and City Council have adopted several elements acknowledging local needs and changing planning requirements under California planning law.

DESCRIPTIONS OF REQUIRED ELEMENTS

The Land Use Element establishes guidelines for the public and private uses of land, including residential; commercial; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location and intensity of use.

The Circulation Element establishes a plan for the achievement of a transportation system which provides for efficient intra-and inter-city movement of motor vehicles. The

circulation and transportation system is designed to meet the facility demands generated by planned land uses. The Circulation Element sets forth a framework for an orderly pattern of development, providing maximum transportation efficiency while minimizing adverse impacts to the City's environmental quality.

The Housing Element is concerned with how well the current and future housing supply meets the needs of San Fernando's residents. The element, in particular, deals with the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

The Open Space/Conservation/Parks Element designates open space areas for the following purposes: managed production of resources; outdoor recreation; public health and safety; and preservation of natural resources. The Conservation section of the Element deals with the conservation, development and utilization of natural resources. The Parks section of the Element consists of an inventory, analysis and policy recommendations for the City's park and recreation resources. A Parks Element is an optional element of the General Plan and because it relates closely to open space and conservation issues, these three elements have been combined in a single element.

The Safety Element is intended to establish information and guidelines which result in protecting the San Fernando community from any unreasonable risks associated with the effects of seismically induced hazards; other geologic hazards; flooding; wildland and urban fires; and hazardous wastes. This element also addresses items related to fire hazards such as evacuation routes, peak load water supply requirements and minimum road widths and clearances around structures.

The purpose of the Noise Element is to provide information on current and future noise levels in the City. In undeveloped areas, this information then is used to identify the most suitable locations for land uses particularly sensitive to noise impacts. In San Fernando, the adopted Noise Element will facilitate the enforcement of standards and codes and thereby protect the health and well-being of the persons living and working in San Fernando.

M.
LAND USE ELEMENT

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 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 categories, which are defined in Chart IV-1, are listed below:

Residential

1. Low Density
2. Medium Density
3. High Density

Commercial

4. Central Business District
5. Neighborhood Shopping
6. Highway Related
7. Automotive Sales and Services
8. Multi-Use

Industrial

9. Light Industrial
10. Industrial

Other

11. Public/Quasi-Public
12. 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 categories 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. Glenoaks Boulevard
Medium Density/Neighborhood Commercial
7. Recreation Park Surplus Land
8. Brand Boulevard High Density
9. Multi-Use on McClay

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-1 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 the CBD and to create a distinct visual identity for this area.

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-1, C-2 and R-2.

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.

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.

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.

Multi-Use on McClay

The issue is whether to retain the Multi-Use designation or change the designation to commercial, which reflects existing development.

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.

Implementation Measures

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.

The recommended land use designations for the issue areas are identified below and shown in Exhibit IV-11.

Central Business District

Change the CBD boundaries to the following:

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

San Fernando - Truman

From the railroad track to Truman Street, Industrial except for the corner parcel bounded by the railroad track to the north, Hubbard Avenue to the west, Meyer Street to the east and Truman Street to the south. That parcel and the area from Truman Street to San Fernando Road will be commercial.

Kalisher Street

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

Mission Boulevard

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

Airport Site

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

Glenoaks Boulevard

The area bounded by Pioneer Park to the north, Harding to the west, Alexander to the east and Glenoaks to the south will be medium density. The area bounded by Lucas to the north, Brand to the east, Glenoaks 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.

Residential Park

Retain Park land use designation.

Brand Boulevard

This area will be office professional from Celis to the north side of Kewen, the low density from the south side of Kewen to O'Melveny.

Maclay

Change of designation to commercial.

The complete Land Use Element Map is shown as Exhibit IV-111.

Internal Consistency

The Land Use Element is a synthesis of the other General Plan elements. It designates open areas identified in the Open Space/Conversation/Parks 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-1

CITY OF SAN FERNANDO CURRENT LAND USE ELEMENT CATEGORIES AND IMPLEMENTING ZONES

LAND USE	INTENT OF LAND USE DESIGNATIONS	IMPLEMENTING ZONES
Residential		
Low Density Residential	Single family dwellings at a density of 0-6 dwelling units per acre.	R-1
Medium Density Residential	Single family dwellings, duplexes and multiple-family dwellings at a density of 6-17 dwelling units per acre.	R-2
High Density Residential	A diversity of multiple-family housing types at a density of 17-43 dwelling units per acre.	R-3 RPD
Commercial		
Central Business District	A major retail area of community-wide significance.	C-2
Neighborhood Shopping	Commercial uses which provide for the immediate shopping needs of nearby residents.	C-1
Highway Related Commercial	Commercial development located along major arterials.	No specific zone
Automotive Sales and Services	To consolidate automobile sales and service facilities while protecting them for the encroachment of incompatible uses.	No specific zone

<u>Land Use</u>	<u>Intent of Land Use Designations</u>	<u>Appropriate Zones</u>
Multi-Use	Areas that lend themselves to more than one type of development, facilitating a mixture of commercial, office and residential uses.	No specific zone
Industrial		
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
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

INCORPORATED AUGUST 31, 1911

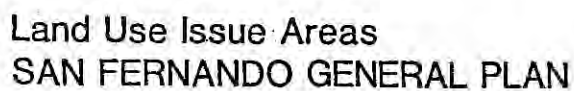
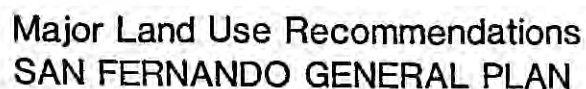


EXHIBIT IV-1

INCORPORATED AUGUST 31, 1901



CALIFORNIA

INCORPORATED AUGUST 31, 1911

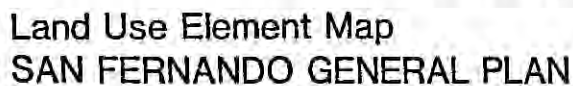
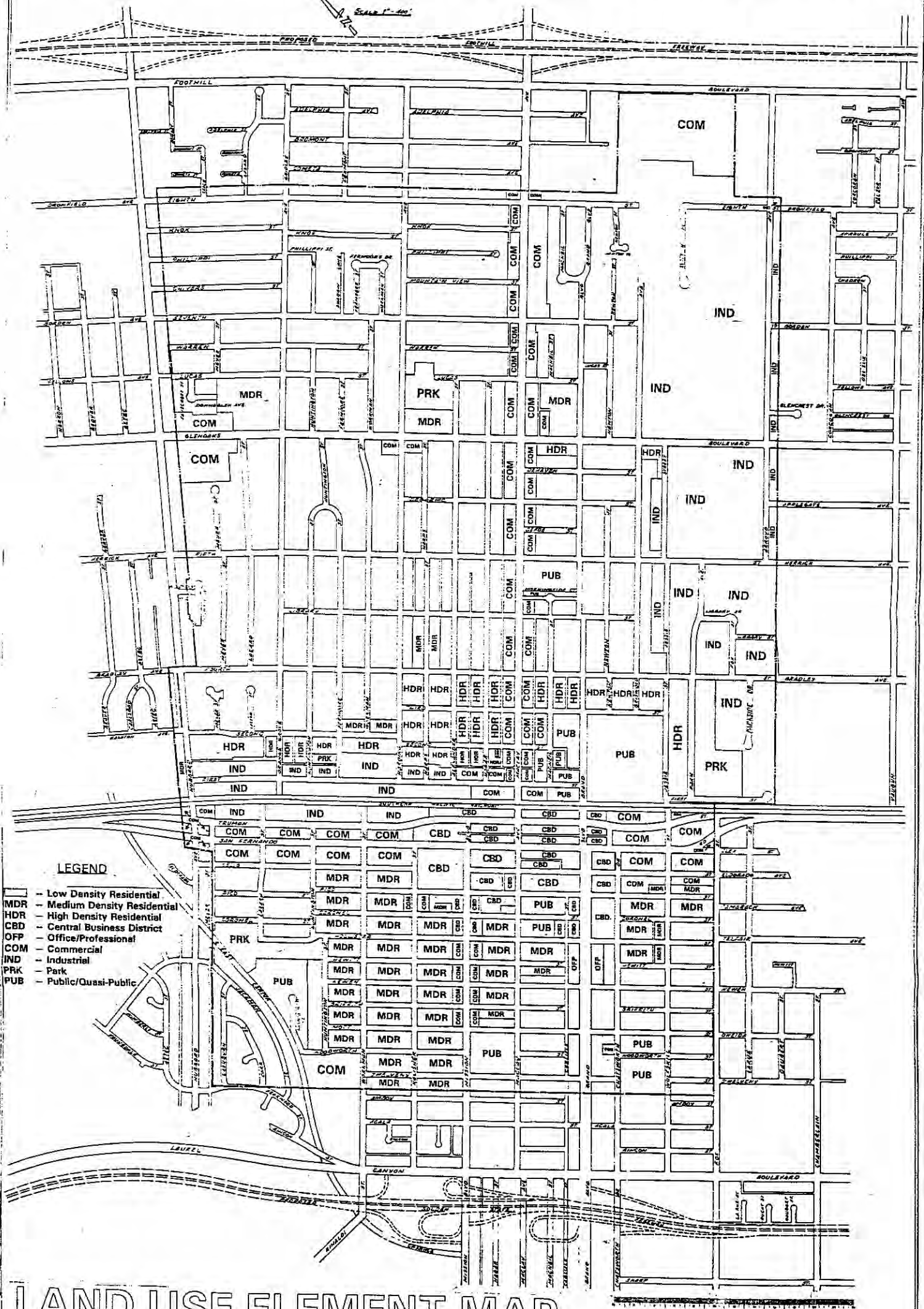


EXHIBIT IV-III

MAP OF THE CITY OF SAN FERNANDO

Scale 1" = 400'



LAND USE ELEMENT MAP

December 20, 1993

V.
CIRCULATION ELEMENT

V. CIRCULATION ELEMENT

INTRODUCTION AND BACKGROUND

General Plan Legislation

The Circulation Element has been a required element of the General Plan since 1955. Section 65302 (b) of the California Government Code requires:

A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

During the past 20 years, transportation technology has advanced rapidly. This enhanced technology has resulted in an increased emphasis on the provision of a balanced multi-model transportation system to meet the needs of residents and businesses.

Purpose and Function

The purpose of the Circulation Element is to provide a safe and efficient transportation system for existing and proposed land uses within the community. The Element provides a basis for the orderly pattern of development while minimizing the impact of transportation services on residential neighborhoods and the environmental quality of the community.

Relationship to Other General Plan Elements

The manner in which people and goods move within and through the City is an important factor in maintaining a quality living environment. The Circulation Element must be closely coordinated with the Land Use and Housing Elements to fully utilize the resources of the community. In addition, the Circulation Element is also closely related to the Noise Element. For instance, the Circulation Element prescribes traffic volumes for the various roadways comprising the transportation network, while the Noise Element describes the baseline noise levels which are necessary to achieve noise compatible land uses. In an urban environment, aesthetic elements of a circulation system such as medians, street trees and attractive pedestrian walkways can provide passive open space and positive visual resources.

This topic is considered in the Open Space/Conservation/Parks-Recreation Elements. This 1987 Circulation Element revises and updates, as appropriate, the Element which was adopted in 1973. That Circulation Element incorporated many of the freeway improvements which were achieved during the past decade. The achievement of those improvements has resulted in less traffic through the core area of the City.

FINDINGS AND CONCLUSIONS

This section summarizes the major findings and conclusions regarding circulation services and transportation facilities available within the City of San Fernando. The principal sources of background data for preparation of this section are listed below:

- The 1973 Circulation Element of the General Plan.
- CalTrans, "1985 Traffic Volumes on California Highways."

- Traffic impact analysis studies for public and private projects.
- Citywide speed zone surveys.
- Traffic studies on coordination of railroad operations with vehicular traffic movements.
- Service data from the Southern California Rapid Transit District.

Findings

1. The local street system is comprised of major highways, secondary highways, collector and local access streets. A description of the existing arterial system is provided in Section B of the Technical Appendix. The functions of these streets are briefly described below:

The major function of major and secondary highways is to move large volumes of traffic from one part of the City to another. On-street parking and access points along these highways to adjacent land uses are carefully considered in relationship to traffic volumes.

Collector streets provide both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. This system differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials, through the area, to the ultimate destination. The collector street system moves traffic to local shopping centers, schools, parks and between adjacent neighborhoods.

The function of the access street is to provide direct access to individual parcels. The access street is not designed for through traffic.

2. As the City of San Fernando is surrounded by freeways there is excellent freeway access. The City is served by the Golden State Freeway (I-5), the San Diego Freeway (I-405), the Foothill Freeway (I-210), and the Simi-San Fernando Freeway (State Route 118). These routes are shown in Exhibit V-1.
3. San Fernando is served by two major inter-regional bus lines, the Greyhound Bus Lines and the Continental Trailways Bus System. Both offer service from San Fernando to points lying outside the Southern California Rapid Transit District and vice versa. Both lines use the Golden State Freeway in making connections to either Los Angeles or points to the north. There is no east-west service emanating in San Fernando.
4. The City of San Fernando lies near the northern boundary of the Southern California Rapid Transit District. Through the numerous

lines that make up this system, access is provided to points as far south as Newport Beach and as far east as Yucaipa. San Fernando is served by 10 lines that make connections with other sections of the San Fernando Valley and downtown Los Angeles. These lines are described in Section B of the Technical Appendix.

5. Although the San Fernando Airport is no longer in operation, there are adequate regional facilities to provide air passenger and freight services.
6. Approximately five trains, almost exclusively freight, pass through San Fernando each day. A "Team Track" allows local dealers to ship or receive merchandise directly from parked freight cars.
7. The City is bounded by mountain ranges to the east and north and Van Norman Dam is located to the west. These areas do not generate traffic and, as a result, most through traffic from the west, north and east is generated in a relatively small area lying between the City of San Fernando and the above-mentioned geographic features.

Conclusions

1. The City of San Fernando is fully developed with well-established traffic patterns. The City's circulation system is classified according to the character of service which the street is intended to provide.
2. Street standards utilized by the City of Los Angeles are not appropriate for the City of San Fernando. Due to the geographic location of the City, arterials perform a somewhat different function in the circulation network.
3. Topographic barriers limit the area of traffic generation and there is more than average freeway access. Because of these factors, much of the traffic usually carried by arterials will use the freeway system instead. The City of San Fernando street classifications are described in Section B of the Technical Appendix.
4. There are adequate regional transportation facilities to serve the needs of the community.

ISSUES AND OPPORTUNITIES

This section outlines circulation related issues and opportunities in the City of San Fernando. The identification of these issues and opportunities serves to highlight areas

of interest that should be considered in circulation planning and decisions on traffic improvements.

Issues

1. Traffic blockages, due to railroad switching movements, can impede through traffic circulation along major arterials and can restrict the movement of emergency vehicles.

Opportunities

1. Traffic studies have been completed that provide information useful to the coordination of railroad operations with vehicular traffic movements and to improve traffic flow through the City.
2. The construction of the Foothill and Simi Valley Freeways altered traffic patterns, resulting in less through traffic within the core area of the City. Concurrently, access to other destinations of regional interest was improved for San Fernando residents and businesses.

GOALS AND OBJECTIVES

This section identifies the continuing and long-range goals and objectives of the Circulation Element. As is the case for the other General Plan Elements, the goals and objectives are based on the information summarized in the previous sections, the data contained in the Technical Appendix and the 1973 Circulation Element.

Goals

1. To provide an efficient street system which allows maximum accessibility, while providing maximum safety and economy of movement.
2. To provide a street system that links San Fernando to other communities and regional facilities, while providing the residents of those communities with easily accessible routes to various facilities within the City of San Fernando.
3. To recognize problem areas and to implement programs aimed at solving those problems.

Objectives

1. Conflicts between vehicular traffic and railway operations will be minimized to the maximum extent possible.
2. The Central Business District will be enhanced as a commercial area through the establishment of efficient circulation patterns.
3. Traffic Improvements will be implemented, as needed, to respond to changes in regional traffic patterns that affect local circulation.

IMPLEMENTATION MEASURES

This section presents the policies and action programs adopted by the Planning Commission and City Council in order to achieve a circulation and transportation system that meets the needs of the community. The implementation measures are, in effect, a statement of the policies and actions which have been endorsed by the City over the recent years.

Policies

1. The street classification system should separate those streets that are designed for through traffic from those that are local in nature. The intended function should be obvious to the driver.
2. San Fernando's circulation system should be coordinated with that of the City of Los Angeles, whose standards are different. This will insure the elimination of abrupt changes in the roadway that cause confusion and congestion for the motorist.
3. The circulation system should provide continuity of movement throughout the City and should facilitate safe, efficient emergency access.

Action Programs

1. Circulation Element Map Implementation -- Exhibit V-1 is the official Circulation Element Map that indicates the street classifications for roadways in San Fernando and the regional freeway system. The goals and objectives of this map will be continually implemented and any changes will be processed as an amendment to the General Plan.
2. Inter-governmental Coordination -- On the basis of City Council policy, there is coordination with the City of Los Angeles on a

continuing basis regarding roadway transition areas between San Fernando and Los Angeles. Although each City maintains different street standards, the Intergovernmental coordination serves to maximize the provision for a continuity of movement throughout the City without confusion or congestion.

3. Traffic Signalization – The City utilizes a traffic signal interconnect system which sequences traffic lights at different intersections to provide progression of traffic movement throughout the City. New state-of-the-art computerized controllers are being phased in to upgrade the system.
4. Traffic Impact Studies – To avoid adverse impacts on businesses and residential neighborhoods, the City frequently authorizes special studies on the traffic impacts stemming from the development of public and private projects. In addition, the Traffic Commission continually surveys intersections at high accident locations for purposes of recommending traffic improvements.

INTERNAL CONSISTENCY

Street classifications are appropriate to serve the land use categories designated in the Land Use Element. The landscaping along major arterials provides passive open space, enhancing the visual image of the community to the motorist.

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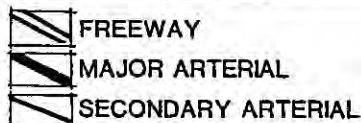


EXHIBIT V-1

RESOLUTION NO. 6307

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SAN FERNANDO
AMENDING GENERAL PLAN AMENDMENT
GPA 1993-003 TO INCORPORATE
A MASTER BIKEWAY PLAN
INTO THE CIRCULATION ELEMENT
(GENERAL PLAN AMENDMENT NO. GPA 1993-003)

WHEREAS, the City Council identified the need for a citywide bikeway plan to encourage bicycle commuting throughout the city, and requested the Planning Commission review the Bikeway Master Plan for the establishment of bikeways and bicycle facilities; and

WHEREAS, development of a bikeway system and bicycle facilities encourages bicycle commuting as an alternative mode of transportation in compliance with state and local mandates for cleaner air and trip reduction measures; and

WHEREAS, compliance with state and local mandates requires incorporation of the Bikeway Master Plan into the general circulation element; and

WHEREAS, on December 7, 1993, the Planning Commission, following a duly noticed public hearing, at which evidence, both oral and written, was presented to and considered by said Commission, recommended to the Council that the General Plan Amendment GPA 1993-003 be amended to incorporate a Bikeway Master Plan into the general circulation element as set forth in Planning Commission Resolution No. 1097; and

WHEREAS, on December 20, 1993, the City Council held a duly noticed hearing to consider whether to amend GPA 1993-003. Evidence, both oral and written, was duly presented to and considered by the Council as said hearing.

THE CITY COUNCIL OF THE CITY OF SAN FERNANDO HEREBY FINDS,
RESOLVES AND ORDERS AS FOLLOWS:

SECTION 1: Although no convenient bikeways currently exist throughout the City, a Class I bikeway is planned to be built along the Metrolink Corridor within the City limits.

SECTION 2: Applications for matching fund grants through programs such as the Bicycle Lane Accounts program require incorporation of a Bikeway Master Plan into the City's general circulation element. These programs offer funds to jurisdictions wanting to develop bicycle programs to encourage bicycle commuting as an alternative mode of transportation.

SECTION 3: State and local air quality regulations recommend jurisdictions implement trip reduction measures to reduce automobile emissions, a major source of air pollution in Southern California. Bikeway routes and bicyclist facilities outlined in the Bikeway Master Plan were drafted with the intention to comply with these regulations.

SECTION 4: Pursuant to CEQA Guidelines Section 15063, an Initial Study has been prepared for this project. After reviewing the Initial Study, the proposed Negative Declaration, and all comments received during the public review process, the City Council has determined that the project will not have a significant impact upon the environment. As a result of its review of the aforementioned documents, the City Council hereby approves the Negative Declaration and authorizes the Community Development Director to issue a Notice of Determination pursuant to CEQA Guidelines Section 15075.

Pursuant to Title 14, California Code of Regulations, Section 753.5(c) (1), the City Council has determined that, after considering the record as a whole, there is no evidence that the proposed project will have the potential for any adverse affect on wildlife resources or the habitat upon which the wildlife depends. Furthermore, on the basis of substantial evidence, the City Council hereby determines that any presumption of adverse impact has adequately been rebutted, and therefore, pursuant to Fish and Game Code Section 711.2 and Title 14, California Code of Regulations Section 753.5(a)(3), the project is not required to pay Fish and Game Department filing fees.

SECTION 5: The City Council therefore approves the general plan amendment GPA 1993-03 incorporating the Bikeway Master Plan into the General Circulation Element, as described in Exhibit "A" attached hereto and made a part hereof.

SECTION 6: The City Clerk shall endorse the amended general plan GPA 1993-03 incorporating the Bikeway Master Plan Circulation Element

PASSED, APPROVED AND ADOPTED this 20th day of December,
1993


MAYOR


CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF SAN FERNANDO)

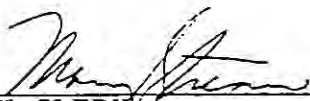
I, MARY STRENN, City Clerk of the City of San Fernando, do hereby certify that the foregoing Resolution No. 6307 was duly adopted by the City council and signed by the Mayor of said City as a meeting held on the 20th day of December, 1993; and that the same was passed by the following vote, to wit:

AYES: Acuna, Hernandez, Chacon, Ojeda, Wysbeek - 5

NOES: None - 0

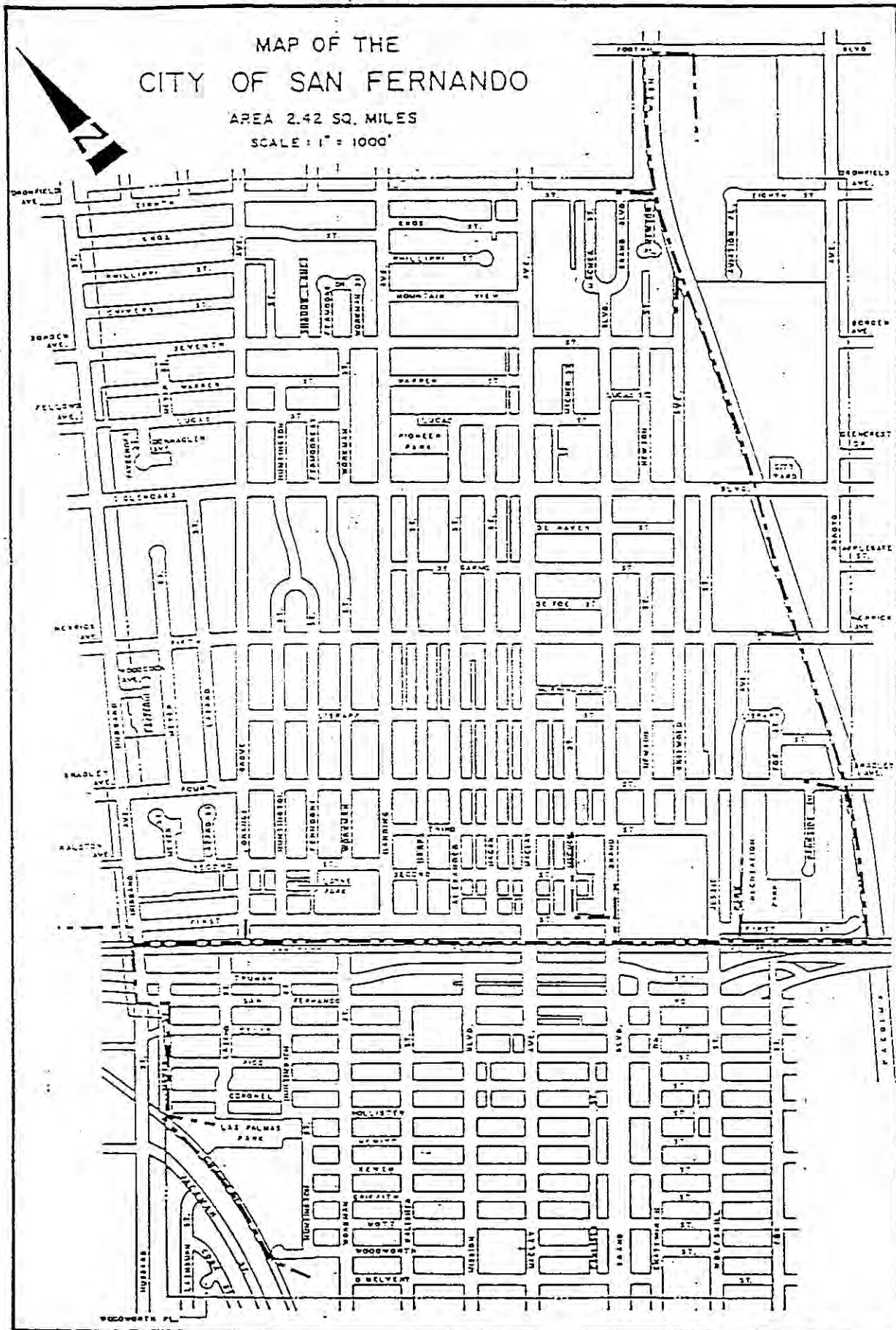
ABSENT: None - 0

ABSTAIN: None - 0


CITY CLERK

CC-224.PW

SCALE : 1" = 1000'



SAN FERNANDO BIKEWAY

VI.
HOUSING ELEMENT

VI. HOUSING ELEMENT

INTRODUCTION AND BACKGROUND

AB 2853 (Ross Bill) established extensive requirements for the Housing Element of the General Plan, which are generally outlined in California Government Code Section 65583:

"The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing and mobilehomes and shall make adequate provision for the existing and projected needs of all economic segments of the community."

Pursuant to the authority granted by AB 2853, the California Legislature prepared guidelines for the adoption of a housing element and required that all elements adopted after October 1, 1981 be prepared in compliance with the Ross Bill.

The purpose of the Housing Element is to address on a practical level, the development of a comprehensive problem-solving strategy and implementation program responsive to the needs of the San Fernando community. As the major local housing strategy document, the San Fernando Housing Element is intended to provide all

concerned citizens and public officials with a knowledge of housing needs and to set forth an integrated set of policies and programs aimed at the attainment of expressed goals. In doing so, the Housing Element will serve to provide guidance in matters relating to housing and will also promote closer coordination of City, State and Federal housing policies and programs.

The San Fernando Housing Element is prepared in accordance with the requirements as set forth in Article 10.6 of the State of California Planning and Zoning Law. These regulations define specific areas of concern and need in the community, to be addressed as indicated below and on the following page.

An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.

A statement of the community's goals, quantified objectives and policies relative to the maintenance, improvement and development of housing.

A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives and the utilization of appropriate Federal and State financing and subsidy programs when available.

FINDINGS AND CONCLUSIONS

As approximately 18.5% of the City's housing was constructed prior to 1940, a significant portion of the housing stock has exceeded or is nearing the 45-year life expectancy. This pre-1940 housing stock requires a great deal of attention. No matter how conscientiously a unit is maintained, it is a fact that housing wears out over time.

A total of 359 units, or approximately 6.5% of the City's total housing stock, is in need of minor or major repair to the roof, walls, foundation and/or premises. Major wall repairs (to walls, windows and/or porches) are required in 104 cases, major roof repairs in 115 instances, and major foundation repairs in 35 cases. All of these units would economically warrant rehabilitation. However, eight units are not suitable for rehabilitation.

111-2

The 1983 RHAM estimated that in April, 1980, 1,101 households in the City (20% of its total) were considered "in need". A household in need is defined as a lower income household (a household whose income is 80% or less of the County's median income, with adjustment for household size) paying over 30% of its income for housing. Approximately 72.5% of those lower income households identified as overpaying for housing are renters.

The City maintains membership in the Housing Authority of the County of Los Angeles, which administers the Section 8 Housing Assistance Payments Program. This program presently aids 81 lower-income households in the City, including 69 elderly (7 of which are handicapped) and 12 small family households, by paying the difference between 30% of an eligible household's income and the actual cost of renting a unit.

According to the 1983 RHAM model, 144 housing units would need to be added by January 1, 1988 to the City's January 1, 1983 total households (estimated at 5,472) to fulfill the City's share of regional housing needs and attain a 5% vacancy rate. Based on historical building activity trends, it is expected that the City's annual average allocation of 29 units can readily be provided for. Since new market rate housing is currently being sold in the City for around \$100,000, which would require an income above 120% of County median income, the City's housing efforts should be directed at meeting the needs of Very Low, Low and Moderate Income households.

The cost of housing in San Fernando is one of its most important problems. The rapid increase of property values and housing costs which now characterizes most of southern California is the result of a number of factors, including interest rates, costs of materials, land and labor, speculation and a wide-spread demand for housing in combination with a limited supply of new units. However, the City's 1980 median housing value of \$68,700 was substantially lower than the County's \$87,400 median value and the State's \$84,500 figure. Similarly, the City's 1980 median contract rent of \$228 also fell below County and State levels. Therefore, the City's housing stock is affordable to a much greater range of income levels.

The number and size of vacant sites available for residential development in the City are extremely limited. Buildout of the 39 vacant parcels presently zoned R-1, R-2 or R-3 would add only 102 units to the City's housing inventory (24 units each in the R-1 and R-2 Zones and 54 units in the R-3 Zone). These sites, which total approximately 6.8 acres, are

scattered throughout the City's residential areas and range in size from 2,500 to 22,000 square feet.

The greatest potential increase in dwelling units could occur in the "underdeveloped areas" of the City rather than through the development of vacant sites. Much of the City's R-2 and R-3 zoned property is presently occupied by single-family dwellings. Replacement of these units with multi-family development could yield at least an additional 1,200 units—490 units in the 6-17 units per acre density range and 717 in the 17-43 units per acre category. This yield could be higher if lot consolidation occurs.

Prevailing nongovernmental constraints include the cost of land, construction, and financing. First time homebuyers face the greatest difficulty in acquiring affordable ownership housing, due to insufficient assets, monthly income and/or an inability to qualify for a loan.

Development standards related to minimum lot size, setbacks, height, lot coverage and parking are applied to new residential construction through the City's zoning ordinance. These standards are consistent with those of other local jurisdictions and accepted planning practices. They are viewed as necessary to protect the public health, safety and welfare and maintain the quality of life, and are, therefore, not considered constraints on the development of housing.

ISSUES AND OPPORTUNITIES

Housing needs in San Fernando, as in other southern California communities, exceed the City's capacity to fully address them. There are land supply constraints and limited amounts of funding resources available from the State and Federal governments. The following is a summary list of issues and opportunities which is drawn from the detailed background information contained in Section B of the Technical Appendix.

1. The average household size in the City of San Fernando increased from 3.02 in 1970 to 3.27 in 1980. This contrasts with household density changes throughout Los Angeles County, which declined rather than increased.
2. Hispanic families are overrepresented in the lower income categories and underrepresented in the upper income categories when compared to the City-wide income distribution.

3. San Fernando is an established, nearly built-out urban area, with very little growth in terms of dwelling units occurring over the last 20 years.
4. Single-family units continue to be the prevalent type of housing, comprising approximately 76% of the housing stock. However, building permits issued over recent years show a trend toward higher density developments (condominiums, townhouses).
5. The 1980 Census reported a City vacancy rate of 2.2% for rental housing and .9% for ownership housing, both of which are significantly below the ideal 5% vacancy rate.
6. The number of housing units greater than 45 years old will grow substantially in the next ten years. The City is implementing several programs in the area of conservation and rehabilitation.

GOALS AND OBJECTIVES

Goals

The City of San Fernando has adopted the following three goals for its housing program, which are consistent with State housing policies:

1. The provision of decent housing in a satisfying environment for all persons regardless of age, race, sex, marital status, ethnic background, source of income or other arbitrary factors.
2. The provision of housing selection by location, type, price and tenure.
3. The development of a balanced residential environment with access to employment opportunities, community facilities and adequate services.

Objectives

1. The rehabilitation of 50 housing units with substandard conditions during the next five years.
2. The construction of at least 100 new housing units over the next five years.

IMPLEMENTATION MEASURES

Policies

1. Promote the rehabilitation of substandard and deteriorating housing.
2. Encourage the maintenance and repair of existing housing to prevent deterioration of housing in the City.
3. Promote efforts to remove substandard units which cannot be rehabilitated.
4. Develop property maintenance controls and/or programs designed to encourage proper levels of property upkeep.
5. Fulfill the City's share of regional housing needs to the maximum feasible extent.
6. Maintain the supply of affordable housing within the City in same condition.
7. Locate residential uses in proximity to commercial areas and transportation routes for accessibility to services.
8. Provide adequate infrastructure to accommodate future residential development.
9. Promote a housing stock that varies sufficiently in cost and type to meet the economic and social needs of its residents.
10. Use available funding to subsidize low- and moderate-income housing.
11. Discourage the conversions of apartment units to condominiums where such conversions will diminish the supply of low- and moderate-income rental housing.
12. Ensure a continuing supply of affordable housing.
13. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color or physical handicap.
14. Take positive steps to assure that all segments of the population are aware of their rights and responsibilities regarding fair housing.
15. Ensure that fair housing practices are applied to all housing offered within the City.

IMPLEMENTATION PROGRAMS

The City has developed a number of housing policies and programs to be implemented over the next five years. The policies and programs are organized around five issues that are identified by the State as important priorities in addressing local housing problems. These issue areas are:

- Preserving Housing and Neighborhoods
- Preserving Affordability
- Standards and Plans for Adequate Sites
- Promoting Equal Opportunity
- Housing Assistance

The action programs are described in the Chart VI-1. Each program action is described in terms of the following:

- Program Category
- Program Description
- Quantitative Objective
- Funding
- Responsible Agency
- Consistency with Community Goals

CITY OF SAN FERNANDO — USING PROGRAM DESCRIPTION
1985-1990

Program Category	Program Description	Quantitative Objective	Funding	Responsible Agency	Consistency with Community Goals
Conserve and Improve existing housing.					
1. Structural conservation and rehabilitation.	Annually update 1982 housing survey.	Maintain an accurate assessment of units in need of rehabilitation.	Planning Department Budget	San Fernando Planning Department	Promote the rehabilitation of substandard and deteriorating housing.
	Continue administering rehabilitation programs.	Rehabilitation and improvement of areas where deterioration is not severe.	CDBG Funds, Department Budget	San Fernando Planning Department	Encourage the maintenance and repair of existing housing to prevent deterioration.
	Continue Building Code enforcement program.	Process 90 code violations per year	CDBG Funds, Department Budget	San Fernando Building Department	Develop programs to encourage proper levels of property upkeep.
	Pursue participation in the Section 8 Moderate Rehabilitation Program.	Conservation of rental housing stock and provision of rental subsidies.	Section 8 Program	San Fernando City Administrator's Office City Council.	To preserve housing and neighborhoods.
	Use redevelopment tax increment to improve housing stock.	Continued funding of housing rehabilitation program.	Redevelopment Tax Increment.	San Fernando Planning Dept. City Council, City Administrator's Office.	To provide decent housing for all persons.

flow deficiencies in any portion of the City, according to the standards established by the Fire Department.

9. There are no forest resources within the City of San Fernando.
10. San Fernando is a fully urbanized area with no prime agricultural soils located within its incorporated boundaries.
11. The Land Use Element does not designate any land for agricultural production.
12. The City does not contain any mineral resources.
13. Native vegetation and wildlife have been disrupted by urbanization. Only urban adaptable species remain in the area such as squirrels, mice, skunks and feral cats. The most commonly observed birds in urban areas are crows, starlings, house finches, house sparrows, spotted doves and Brewer's blackbirds.
14. No rare or endangered species of plants or animals are known to exist in the City of San Fernando.

Conclusions

1. Open space for the managed production of resources and for the preservation of natural resources are not issues pertinent to the City of San Fernando.
2. Open space for public health and safety cannot be provided because the City is already fully developed. Safety from seismic hazards must be provided through engineering design.
3. Residents of the community currently enjoy a ratio of 1.3 acres of developed City park acreage per 1000 persons. This ratio is enhanced to 2.3 acres per 1000 residents when the space available at the school playgrounds is included in the total inventory.
4. As the City is 92% developed, vacant land in large parcels is unavailable for acquisition for open space and recreational uses.
5. Because of the highly developed nature of the community, it is important to preserve, enhance and add land to existing open space and recreational areas when practical.
6. City park programs have high attendance from all age groups within the community. Soccer is the most popular team sport in the City.

ISSUES AND OPPORTUNITIES

This section identifies issues and opportunities pertaining to open space, conservation and parks and recreation as they affect the preparation of plans and programs in the future. The identification of these issues and opportunities is especially useful to the formulation of recommendations concerning goals and objectives as well as implementation measures.

Issues

1. Even if suitable or appropriate sites were available, it is unlikely that the City will have the economic means to purchase large properties for open space, park and recreation purposes.
2. There is a need for additional playing fields, particularly to accommodate the high demand for youth and adult participation in soccer. Because the demand for playing fields exceeds the capacity of existing facilities, there are waiting lists for soccer and softball. There are presently no available properties of sufficient size for development as teams sports facilities.
3. There are approximately 2,500 senior citizens residing in the City of San Fernando which represents 14% of the total population. A centralized facility is needed in order to provide additional senior services.
4. Retired adults are often limited in their ability to engage in recreational activities due to financial constraints and lack of mobility. Accessible passive open areas are often needed to serve this population segment.
5. Visual enhancement of the community is needed such as the provision of landscaping along major traffic corridors and in public places.

Opportunities

1. The acquisition of land adjacent to existing parks, as it becomes available, would greatly enhance open space, park and recreational opportunities within the City.
2. Small parcels of vacant land are the greatest potential for the provision of additional open space and park areas without causing a need for relocation. Such vacant parcels could be developed as mini-parks.

3. The lease or sale of the undeveloped portion of Recreation Park could provide funds for the acquisition of new parkland or for park improvements.
4. The City is planning to construct a senior citizen facility consisting of 3,600 square feet at Recreation Park which would provide the opportunity to contribute to meeting a variety of human needs.
5. The San Fernando Airport, located at Foothill Boulevard and Arroyo Street, is being redeveloped. Specific planning for the development of this site could include perimeter landscaping to enhance the visual character of the community. Trees, berming and ornamental landscaping can provide passive open space for viewing in highly urbanized areas.

GOALS AND OBJECTIVES

This section establishes continuing and long-range goals and objectives of the Open Space/Conservation/Parks-Recreation Element. The goals and objectives reflect the information pertaining to findings and conclusions as well as the identified issues and opportunities. The goals and objectives also are recommended in light of the 1973 Open Space Element and current practices of the Parks and Recreation Department.

Goals

1. To provide the fullest amount possible of open land for parks and recreational purposes and for the passive and visual enjoyment of the community residents.
2. To give aesthetic variety and distinction to the community by adding relief to developed areas through the conservation of existing and the development of new landscaping particularly along the urban corridors.
3. To provide a complete range of recreational, cultural and sports programs to meet the diverse needs of the community's population.

Objectives

1. It is the City's intent to provide a balanced distribution of parks that will encourage park patronage by all the population groups of the community.
2. Additional mini-parks should be developed, where feasible, to make open space and recreation areas more accessible to the elderly and to small children.

3. It is the City's intent to provide a central facility to conduct senior citizen activities, programs and services.

IMPLEMENTATION MEASURES

This section presents the policies and action programs adopted by the Planning Commission and City Council. These implementation measures are intended to convey to the community-at-large the concrete steps which the City will continue to take or initiate for purposes of contributing to the meeting of basic human needs for open space and recreational opportunities.

Policies

1. The policy of annexing open space land adjacent to existing park development, when feasible, will be continued in the future.
2. Federal, State and Community Development Block Grant funding programs that could be utilized for land acquisition and park development will be continually explored in terms of meeting San Fernando's needs.
3. The City will explore the possibility of selling or leasing the undeveloped portion of Recreation Park (which is not useable) for purposes of gaining resources to address additional open space, park and recreational needs.

Programs

1. Open Space Preservation – Existing facilities that provide open space and recreation are preserved for future users by the Land Use Element and Zoning Ordinance. All parks and open space resources that are under public ownership are designated as open space by the Land Use Element of the General Plan. The text that defines this land use category prohibits the development of such land for urban and/or commercial uses. Sites that are designated as "Open Space" are further protected by the zoning which is applied to such land and which is consistent with the intent and purpose of the open space category.
2. Parks and Recreation Program – This program is operated by the City's Park and Recreation Department under the guidance provided by the Parks and Recreation Commission, Planning Commission and City Council. A description of each park facility and the programs and services under the administration of the Parks and Recreation Department is provided in Section D of the Technical Appendix.

3. Senior Citizens Center Facility -- A grant application has been approved by the County Area Agency for the Senior Citizen Bond Act Funds. The funding will be used to finance the construction of the proposed senior center (3,600 square feet) at Recreation Park.

INTERNAL CONSISTENCY

The Open Space/Conservation/Parks-Recreation Element is consistent with the areas designated as Open Space in the Land Use Element. The Land Use Element contains an "open space" category intended to preserve and protect open space areas under public ownership. Open space areas for public health and safety are not designated in the Safety Element or Land Use Element, as the City is fully developed.

CALIFORNIA

INCORPORATED AUGUST 31, 1911

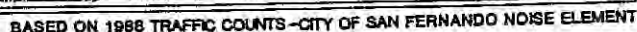


EXHIBIT IX-1

VIII. SAFETY ELEMENT

Section 65302(g) of the Government Code requires counties and cities to adopt a Seismic Safety Element as part of the comprehensive General Plan. In 1984, there were revisions in General Plan legislation pertaining to these two elements. The Seismic Safety and Safety Elements were combined into a single element that would contain essentially the same information previously included in the two elements.

According to Section 65302(g) of the Government Code, the safety element is described in the following terms:

"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

Purpose and Function

This element contains information on hazardous conditions that may affect the resident and working population of San Fernando. Information is presented in this element on the conditions listed below and on the next page.

- Seismically induced hazards such as surface rupture, ground shaking, ground failure and dam failure
- Subsidence and other geologic hazards
- Mudslides and landslides
- Flooding
- Urban fires
- Hazardous waste

Relation to Other General Plan Elements

Some community safety concerns overlap or are associated with the issues considered by the open space and land use elements. According to Government Code Section 65560 b(4), the safety element is linked to the implementation of a local open space plan. For instance, as a means of protecting public health and safety, open space land may be set-aside for these purposes in circumstances that need special regulation and management. Undeveloped land devoted to open space use may include area set-aside because of hazardous conditions such as earthquake fault zones, unstable soil areas and flood plains. In addition, a community's land use element usually incorporates the findings and recommendations relating to public safety and open space lands. For example, a separate "open space" land use

- category may be established which would designate open space lands to protect public health and safety.

FINDINGS AND CONCLUSIONS

This section provides a summary of the principal findings and conclusions relating to the conditions described in the "introduction." The research findings and conclusions are based upon previous studies conducted on this subject, interviews with City staff and an engineering and geology study completed for the General Plan in August 1985. That study and the definitions of important geologic terms are included in Section E of the Technical Appendix.

Other sources of background data pertaining to this Element are listed below:

- The 1973 Seismic Safety Element.
- Report of Seismic Hazard for the City of San Fernando, Los Angeles County, California (Woodward-McNeill & Associates)
- Report on Damage to Water Wells Reservoirs and Water Distribution System of the City of San Fernando caused by the San Fernando Earthquake of February, 1971 (Public Works Department, 1972).
- Pacoima Dam Evacuation Contingency Plan (1985).

Findings

1. The active San Fernando fault zone is located within a portion of the City. It is a northwest trending fault zone that dips steeply towards the north and passes through the City at its northern corner. Moreover, it has been zoned as an "active fault" on the California Division of Mines and Geology maps for fault hazard zones.
2. The potentially active Verdugo fault is situated at the southern corner of the City. This fault is identified primarily by means of a groundwater barrier and it has no known surface expression.
3. The most severe ground shaking would be related to a nearby earthquake on the San Fernando or Santa Susana fault zones.
4. The relatively level terrain within the City eliminates the possibility of ground failure related to slope instability and landslides.

5. Liquefaction, a temporary loss of strength in saturated sandy soil due to ground shaking, is not a hazard due to the low groundwater table. The one exception consists of an area in the southwestern portion of the City.
6. There is no potential for tsunamis or seiches. These terms refer to waves created in bodies of water due to seismic activity.
7. The City has not been subjected to significant subsidence or uplift during its history. However, there was some tectonic uplift during the San Fernando Earthquake in 1971. Subsidence may be defined as the downward movement of a relatively large area due to the withdrawal of subsurface water and/or petroleum. Conversely, uplift is the upward movement of a relatively large area due to the injection of water or petroleum and/or tectonic forces. The maximum uplift within the City is approximately five feet near its northern corner.
8. Nearly all of the soil materials in the City are or can be rendered suitable for development.
9. Portions of the City of San Fernando would be subject to inundation should water breach the Pacoima Dam.
10. The potential for spills of hazardous materials is associated primarily with truck tanker and truck trailer traffic through the City.
11. Industrial accidents could also result in the spillage of chemicals on City streets.
12. The Los Angeles City Fire Department provides fire protection to the City of San Fernando. Three stations respond to fire calls and each provides emergency medical services.

Conclusions

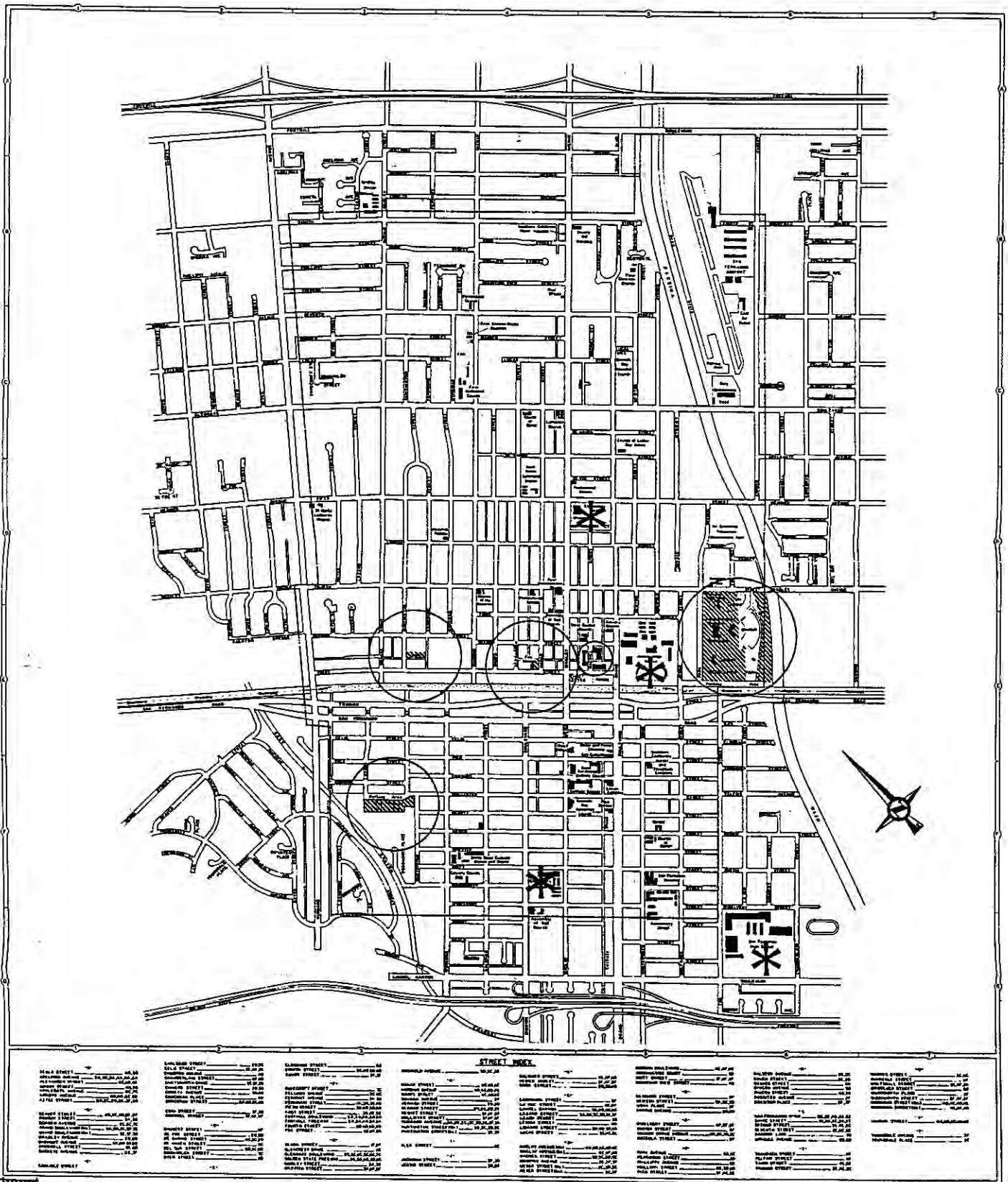
1. The City will probably experience ground shaking from earthquake activity associated with the active fault systems denoted earlier. Fault hazard zones are shown in Exhibit VIII-1. The maximum credible magnitude of 6.5 could produce a peak ground acceleration of approximately 0.35 gravity. For comparison, the maximum credible magnitude of 8.25 on the San Andreas fault zone could produce a ground acceleration at the City of approximately 0.23 gravity. The difference in acceleration values is related to the greater distance to the San Andreas fault.
2. There may be fault movement and related ground rupture along the San Fernando and Verdugo fault zones as well as associated hazards to building in and near the fault zones.
3. A high level of fire service is provided by Los Angeles City Fire Stations 75, 98 and 91.

"THE MISSION CITY"

SAN FERNANDO

CALIFORNIA

INCORPORATED AUGUST 31, 1911



PARK

SCHOOL

Parks and School Recreation Areas
SAN FERNANDO GENERAL PLAN

EXHIBIT VII-I

INCORPORATED AUGUST 31, 1911



Future Noise Contours
SAN FERNANDO GENERAL PLAN

Program Category	Program Description	Quantitative Objective	Funding	Responsible Agency	Consistency with Community Goals
2. Preserving Affordability	Section 8 program.	Maintenance of affordable rental housing with a goal of 3 additional units per year.	Department Budgets	San Fernando Planning Dept., City Administrator's Office.	Use available funding to subsidize low and moderate income housing.
	Prepare a Condominium Conversion Ordinance.	Limitation of conversion of rental housing stock that would diminish the supply of low and moderate income housing.	Department Budget	San Fernando Planning Dept., City Attorney	Discourage conversion of apartment units to condominium where such conversions will diminish the supply of affordable housing.
	Require development agreements to establish standards for affordable housing units where a density bonus has been granted.	Increase number of affordable housing units.	Provided by Developer		Ensure a continuing supply of affordable housing.
3. Provision of Adequate Housing Sites.	Establish criteria for the location of low and moderate income housing.	Compliance with State and Federal criteria.	Department Budget	San Fernando Planning Dept.	

Program Category	Program Description	Quantitative Objective	Funding	Responsible Agency	Consistency with Community Goals
	Review planned land uses for compatibility with General Plan.	Assure adequate levels of community facilities and services.	Department Budget	San Fernando Planning Dept.	
	Amend R-1 zoning to allow manufactured housing on permanent foundations.	Increase the availability of sites for lower cost housing.	Department Budget	San Fernando Planning Dept., Planning Commission, City Council.	
	Amend R-1 zoning to permit the construction of second units on lots with existing single-family residences.	Increase the availability of affordable rental units.	Department Budget	San Fernando Planning Dept., Planning Commission, City Council	
	Amend the zoning Ordinance to prohibit the sale or development of substandard lots under the same ownership.	Elimination of non-conforming lots.		San Fernando Planning Commission, City Council	
	Develop Residential Planned Development zone.	Lower housing costs due to design flexibility.		San Fernando Planning Dept., Planning Commission, City Council.	

Program Category	Program Description	Quantitative Objectives	Funding	Responsible Agency	with Community Goals
4. Promoting Equal Opportunity	Annually update city-wide survey of rental housing suitable for handicapped, elderly, and large family households.	Assist identified special needs groups in locating housing.	Department Budget	San Fernando Planning Dept.	
	Continue City's Fair Housing Program.	Fair housing practices.	Department Budget	San Fernando Planning Dept.	
	Designate a percentage of redevelopment tax increment and residential mortgage revenue bond monies for meeting special needs.	Assist special groups in obtaining funding for rehabilitation or new residential development.	AB 1355, Marks-Toran, SB99, Section 8 Rehabilitation Funds, Redevelopment Tax Increment.	City Administrator's Offices	
	Establish a service to match seniors who desire to share existing housing.	Increase affordable housing for seniors and reduce housing costs for senior homeowners.	Department Budget	San Fernando Planning Dept.	

Program Category	Program Description	Quantitative Objective	Funding	Responsible Agency	Consistency with Community Goals
5. Housing Assistance	Maintain membership in Los Angeles County Housing Authority.	Contained participation in Section 8 programs.	Department Budget	San Fernando City Council, City Administrator's Office.	
	Modify development standards and/or reduce fees for projects with affordable and/or elderly housing.	Encouragement of affordable and elderly housing.	CDBG funds, Redevelopment Tax Increment Department Budget.	San Fernando Planning Dept., Planning Commission City Council	
	Apply for Urban Counties Community Development Block Grant funds, when eligible.	Funds for rehabilitation and housing assistance, beginning in 1986.	Department Budget	San Fernando City Administrator's Office	
	Apply for Small Cities Community Development Block Grant program.	Funds for City's housing program.	Department Budget	San Fernando City Administrator's Office	
	Develop a home energy conservation program.	Reduced housing costs.	Department Budget	San Fernando Building and Planning Dept., Public Utilities.	

Program Category	Program Description	Quantitative Objective	Funding	Responsible Agency	Consistency with Community Goals
	Issue tax-exempt mortgage revenue bonds.	Expand affordable and market rate housing opportunities.	AB 1355, Marks-Toran, SB 99	San Fernando City Council, City Administrator's Office	
	Support non-profit organizations that may sponsor affordable housing proposals.	Expansion of funding opportunities for affordable housing.	Department Budget	San Fernando City Council, City Administrator's Office	
	Use a portion of redevelopment tax increment to increase the supply of low and moderate-income housing.	Encourage affordable housing through incentives such as fee waivers and land write-downs.	Redevelopment Tax Increment	San Fernando City Council, City Administrator's Office	
	Reduce processing time for projects with affordable or elderly housing.	Encourage construction of affordable and elderly housing.	Department Budget	San Fernando Planning Dept., Planning Commission, City Council	
	Annual review of City-owned property that could be considered as surplus.	Potential affordable housing site.	General Funds	San Fernando Public Works Department, City Council	

VII.
OPEN SPACE/CONSERVATION/PARKS-RECREATION ELEMENT

VII. OPEN SPACE/CONSERVATION/PARKS-RECREATION ELEMENT

INTRODUCTION AND BACKGROUND

General Plan Legislation

The General Plan statutes established requirements for Open Space and Conservation Elements in 1970. According to Section 65560(b) of the Government Code, "open space" is any parcel or area of land or water which is essentially unimproved and devoted to open space use. "A conservation element," according to Section 65302(f) of the Government Code, is "for the conservation, development, and utilization of natural resources."

Assembly Bill No. 2038, which was approved in September 1984, enables communities to deal with issues of local concern or interest in the general plan as indicated by the following statement:

"The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the city." (Section 65303)

Under these provisions, optional elements may be prepared to suit community needs. Because of the City's interest in parks and recreation, this topic is incorporated in this element of the General Plan.

Purpose and Function

The purpose of the Open Space Element is to designate, as appropriate, open space land for the following purposes:

- Open space for the preservation of natural resources such as animal and plant life and ecological areas.
- Open space for the managed production of resources such as agricultural land areas or major mineral deposits.
- Open space for outdoor recreation such as areas particularly suited for park and recreation purposes.
- Open space for public health and safety such as areas which require special management or regulation because of hazardous conditions including earthquake fault zones and unstable soil areas.

The purpose of the Conservation Element is to establish policy guidelines (as needed) for the conservation, development and utilization of economically productive natural resources such as timber, water, agricultural land, minerals, fish, wildlife and rare or endangered species. In many urban-suburban communities such as San Fernando there are few natural resources that merit long-range conservation.

Local parks, school playgrounds and other accessible neighborhood parks are a major open space resource and valuable contribution to meeting the community's recreation needs. The analysis of these resources falls within the meaning of "open space for outdoor recreation." In addition, the inventory of current resources includes the wide range of sports, cultural and public service programs furnished by the City.

Relation to Other General Plan Elements

This 1987 Open Space/Conservation/Parks-Recreation Element revises and amends the previous "Open Space Element" of the City which is dated May 1973 and which was

adopted by the Planning Commission and City Council in mid-year 1973. In addition, the City's original General Plan includes a discussion of park and recreation needs and resources in the Land Use Element and the Public Facilities Element. This Element updates, as appropriate, the material included in those two Elements of San Fernando's original General Plan.

These three elements are combined into a single element because there would be an overlap and duplication in terms of the data and issues which would be addressed if the elements were presented individually. "Natural resources," for instance, is a subject that is included in both the Open Space and Conservation Elements. Moreover, "open space for outdoor recreation" incorporates the topics usually discussed in a parks and recreation element. Finally, the land which is designated as open space by this element also is included in the "open space" category of the text and map of the Land Use Element.

FINDINGS AND CONCLUSIONS

This section is a summary of the principal findings and conclusions pertaining to existing conditions and future trends affecting open space, conservation and parks and recreation resources. The findings and conclusions are presented in a manner consistent with the General Plan statutes and the advisory guidelines offered by the State Office of Planning and Research. The primary sources of background data for preparation of this section are listed below:

- The 1973 Land Use, Public Facilities and Open Space Elements of the General Plan.
- Inventory of recreation programs provided by the City for its residents.
- Field survey of neighborhood parks located in San Fernando.
- City of Los Angeles Recreation and Parks Department, "Valley Region Parks Inventory."
- 1985 Study for Proposed Senior Citizen Center.

Section D of the Technical Appendix includes an inventory of City parks, school playground and open space resources as well as other neighborhood and regional

parks that are accessible to San Fernando residents. In addition, two charts are contained in Section D of the Technical Appendix. The first chart is a summary of the recreational facilities that are located in each park and school located within or adjacent to San Fernando. The second chart presents a complete summary of the sports, cultural and public service programs offered by the City's Park and Recreation Department.

Findings

1. Urbanization and the compact size of San Fernando precludes the presence of ecologically important natural areas containing significant plant or animal life.
2. Commercially productive timber, water, mineral or agricultural resources are not located within the City limits.
3. The City presently has 24.7 acres of developed lands in four parks ranging in size from .9 acres to 15.5 acres and another 19 acres in four public school facilities (see Exhibit VII-1).
4. Other parks that are particularly accessible to San Fernando's residents include two Los Angeles City Parks which are the 19-acre Brand Park located opposite the San Fernando Mission and the 18-acre Paxton Park located at Paxton Street and Laurel Canyon Boulevard.
5. Hansen Dam Recreational Area, a 1,437 acre facility, is the major regional resource that is located near the San Fernando community. This facility is located adjacent to Glenoaks Boulevard.
6. The preservation of open space land for public health and safety is not possible since the City is almost fully developed. Building and development near the San Fernando Fault Zone should be controlled by means of the Alquist-Priolo Special Studies for Fault Hazards (as explained more completely in the Safety Element).
7. Water is supplied to San Fernando by a system of wells within the City. The groundwater elevations range from 660 to 1060 feet and the groundwater table is generally in excess of 75 feet. Following the 1971 earthquake, which caused extensive damage to the City's water well system, a permanent connection to the Metropolitan Water District was constructed.
8. The repairs to the water well system, subsequent to the earthquake, plus the MWD water connection provide the City of San Fernando with a continuing water supply capable of meeting both daily demands and emergency situations. There are no fire

4. Seismic compaction of soils would occur in the alluvial deposit areas of looser materials.
5. There may be ground settlements and failures in areas susceptible to liquefaction and compaction due to earthquake ground shaking. These areas would most likely be very limited.
6. The Pacoima Dam and the Lopez Dam are considered stable and safe. The possibility of dam failure is very remote.
7. Truck traffic is confined primarily to industrial areas of the City. The City has experienced only one spill associated with the transport of hazardous materials and has experienced no industrial fires involving toxic substances.

ISSUES AND OPPORTUNITIES

This section identifies safety related issues and opportunities affecting the City. Specific areas of geologic hazard and other safety hazards that present planning constraints are identified in this section. Planning opportunities to improve community safety are also identified. Background and research data are presented in Section E of the Technical Appendix.

Issues

1. There is potential for seismic hazards associated with ground rupture along earthquake faults and ground shaking from regional seismic activity.
2. Seismic activity may result in subsidence and uplift within the City.
3. In the southwestern portion of the City, there is potential for liquefaction to a water table depth of 40 feet.
4. Portions of the City would be subject to inundation should a failure occur at the Pacoima Dam.

Opportunities

1. Supplemental studies on the site specific features of geology, seismicity and structural engineering should be required for large or complex buildings and/or critical facilities in order to determine if and what criteria in addition to the Uniform Building Code are necessary for protection of public health and safety.
2. All structures must conform to the Uniform Building Code.

3. There should be continued groundwater control by the water districts to minimize the potential for subsidence and uplift. Infrastructure facilities should be maintained continually by the City.
4. The City adopted a Hazardous Materials Operational Response Plan in 1984. This Plan, which is on file at the Planning Department, guides City departments and personnel in the proper handling of a hazardous material accident.
5. The City adopted a Pacoima Dam Evacuation Contingency Plan in 1985. The Plan established procedures for the efficient evacuation of all persons from potential inundation areas. A copy of the Plan is on file at the Planning Department.
6. Building should be controlled within and near the San Fernando Fault Zone by means of the Alquist - Priolo Special Studies for Fault Hazards. These studies require detailed geologic investigations for sites located within the fault hazards zone to determine the presence of any faults and/or fault branches that may be active in order to preclude construction on an active fault trace. The special studies are required for all proposed building in the San Fernando fault zone. The Verdugo fault involves a secondary zone where similar studies should be required for all critical and high rise or complex building as a precautionary measure.
7. In 1983, the City adopted an Emergency Plan to ensure the most effective and economical use of all resources for the maximum benefit and protection of the civilian population in time of emergency. The City Emergency Plan is on file at the Planning Department.
8. Fire Station 75 is staffed by 36 persons, including emergency medical technicians. Station 98 is staffed by 36 persons and Station 91 is staffed by 18 persons. Both Stations 91 and 98 provide paramedic services and all stations have an ambulance, in addition to fire suppression equipment.

GOALS AND OBJECTIVES

The following goals and objectives are recommended for purposes of protecting the public health and safety. They are based on the background data found in Section E of the Technical Appendix, the identified issues and opportunities and legislative requirements for safety elements.

Goals

1. To protect the citizens of the City of San Fernando from injury or loss of life due to the occurrence of any natural disaster.
2. To preserve life and property in the event of an emergency by providing a basis for the conduct and coordination of operations and the management of critical resources during emergencies.
3. To establish responsibilities and actions required to meet the City's obligation of protecting the lives and health of the population from spillages of hazardous materials.
4. To provide a safe and healthful environment for the San Fernando community.

Objectives

1. To identify the relationship between land use and geologic hazards and to identify any areas where development should be restricted or otherwise controlled due to hazardous geologic conditions.
2. To provide for the rapid deployment of an effective traffic control force in potential inundation areas.
3. To define responsibilities and tasks of each participating agency regarding emergency response.
4. To provide a basis for incorporating into the City emergency organization non-governmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

IMPLEMENTATION MEASURES

The policies and action programs that will be implemented in the future to protect public health and safety are described below. In several instances, the implementation measures reflect the practices of the City enacted in this area during the recent years.

Policies

1. It is recommended that persons requesting building permits be referred to the General Plan map to make them aware of seismic hazard areas.

2. The City's Emergency Response Plan should be reviewed periodically and updated as necessary.

Action Programs

The City is actively implementing a number of programs to minimize the impacts associated with geologic conditions, fires and hazardous materials accidents.

1. The City shall continue to enforce the seismic requirements of the Uniform Building Code. The criteria includes standards for resistance to total lateral seismic forces, setbacks, framing and the reinforcement of masonry or concrete.
2. Supplemental geologic studies shall be required regarding site specific features for critical and large buildings to determine if criteria in addition to the Uniform Building Code will be necessary.
3. The City will continue regular maintenance of infrastructure facilities to minimize the potential for uplift.
4. The Los Angeles Fire Department will continue its Fire Prevention Program which includes annual inspection of all residential, commercial and industrial structures.
5. The City shall continue to enforce the Pacoima Dam Evacuation Contingency Plan. Implementing agencies consist of the Los Angeles County Flood Control District, the Los Angeles County Sheriff's Department, the Los Angeles Police Department and the San Fernando Police Department.
6. The City shall respond to hazardous materials spills in the manner outlined in the Hazardous Materials Operational Response Plan. Implementing agencies consist of the San Fernando Police Department, the San Fernando Office of Emergency Services, the Los Angeles City Fire Department, the San Fernando Water and Public Works Departments and the Air Pollution Control Office.
7. The City will continue to implement its Emergency Plan which is operative at the authorization of the Director of Emergency Services.
8. The City has adopted designated truck routes which restrict the transport of hazardous materials to certain major arterials.

IX. NOISE ELEMENT

INTRODUCTION AND BACKGROUND

Introduction

Existing and future development areas of San Fernando will be affected by the noise environment. The purpose of the Noise Element is to provide information on current and future noise levels in the City. In largely undeveloped areas, this information is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. In more built-out areas, the noise element provides a general plan basis for the enforcement of noise associated standards and codes and thereby protect the health and well-being of the persons living and working in San Fernando.

Background

A Noise Element has been a requirement of the general plan since 1971. In 1975, amendments to the legislation were made and the Office of Noise Control, Department of Health Services, issued a set of Noise Element Guidelines. Amendments addressing

the content of the Noise Element were adopted by the State legislature in 1985. Section 65302(f) of the California Government Code requires:

"A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels...."

Current and projected noise levels are required for several sources such as highways and freeways; local streets and primary arterials; railroad operations; airport operations; local industrial plants; and other ground stationary noise sources.

FINDINGS AND CONCLUSIONS

Noise contour maps and tables have been prepared to determine current and future ambient noise levels at various points throughout the City. The noise levels are expressed in terms of "community noise equivalent level" (CNEL). This is a 24-hour measurement with noises occurring in the evening and early morning hours weighted higher than daytime noises. An explanation of noise terminology is contained in the Technical Appendix. The major findings and conclusions pertaining to community noise are presented in the following list:

1. Vehicular traffic along I-5, I-405, I-210 and State Route 118 generally impacts the City of San Fernando. Existing ambient traffic noise contours are shown in Exhibit IX-1.
2. Schools, hospitals, rest homes and residential neighborhoods are the most noise sensitive land uses in the City.
3. Approximately five trains a day pass through the City of San Fernando.
4. The nearest airport is the Los Angeles County owned Whiteman Airport, located approximately 17 miles south of San Fernando. This airport is utilized by small private planes.

ISSUES AND OPPORTUNITIES

On the basis of the data included in the Technical Appendix and the legislative requirements, several issues and opportunities were identified.

Issues

1. Because the City is surrounded by freeways, noise generated by vehicular traffic is the most significant noise source affecting San Fernando.
2. Currently, noise levels exceeding 65 dB CNEL occur primarily south of First Street. In the northern portion of the City, higher noise levels occur adjacent to Glenoaks Boulevard, Fourth Street, MacLay Avenue and Brand Boulevard.
3. Increases in vehicular traffic noise will result from Infill development in the City and other regional traffic passing through San Fernando. Current and future CNEL contour distances from roadway centerlines are presented in the Noise Impact Tables of Section F in the Technical Appendix).
4. Future traffic noise, based on year 2005 traffic projections will result in ambient noise levels of 65-70 dB CNEL throughout most of San Fernando.

Opportunities

1. Through the use of the noise impact contour maps and the Noise Impact Tables presented in Section F of the Technical Appendix, areas where site specific acoustical analysis should be required can be identified readily.
2. Since new construction must comply with California Administrative Code Title 25 structural sound control requirements, there will be a reduction of potential noise impact problems.
3. Enforcement of the noise related standards and codes will reduce periodic intrusive noises.

GOALS AND OBJECTIVES

The goals and objectives contained in this section of the Noise Element provide a framework for future efforts toward achieving a quiet and healthful community environment.

Goals

1. To minimize noise impacts to the people who live and work in San Fernando.
2. To control noise in San Fernando for the protection of the health and well being of its current and future citizens.
3. To maintain or reduce noise levels in noise sensitive areas.

Objectives

1. To reduce transportation noise by imposing traffic restrictions where necessary.
2. To identify potential land use conflicts and to determine where acoustical analysis and mitigation studies will be necessary through the periodic use of the noise contour maps and noise impact tables.
3. To incorporate noise control techniques, as appropriate, in housing rehabilitation programs.
4. To require project applicants to reduce or buffer noise generated by a proposed development if it would otherwise create an unsatisfactory noise environment for adjacent properties.

IMPLEMENTATION MEASURES

The Noise Element of the San Fernando General Plan establishes not only goals and objectives to control or abate noise but also somewhat more specific implementation measures to mitigate problems. The implementation measures include a series of policies by which to judge future development proposals and regulatory tools to facilitate the implementation of a program to reduce noise in the City of San Fernando.

Policies

1. Implement strict enforcement of the noise standards in the Motor Vehicle Code as well as other State and Federal legislation pertaining to transportation related noise.
2. Noise referral zones for areas projected to exceed 75 dB should be established. Development projects located within these zones should be examined for noise impact. Where potential

noise incompatibility is determined to exist, action should be taken to eliminate or mitigate possible incompatibilities.

3. When preparing the City of San Fernando Noise Ordinance, the City should utilize, as appropriate, the Model Noise Ordinances of the State of California and United States Environment Protection Agency.

Action Programs

1. A Noise Ordinance will be adopted by the City.
2. Noise contour maps and noise contour tables have been developed (refer to Section F of the Technical Appendix).
3. Noise Referral Zones should be considered. Based on future noise projections, as shown in Exhibit IX-11, the City could establish an overlay zone called the "Noise Referral Zone" for indoor uses.
4. The City could identify all residential areas near the State freeways which need remedial acoustical protection. Estimates would be made on the lineal feet of acoustical wall needed to provide noise attenuation. The State and/or County would then be requested to provide the remedial correction.
5. Under Chapter 1.4, Section 126, of the Street and Highways Code, educational facilities should be measured by the State to evaluate compliance with the 50 dBA interior noise standard. The number of schools corrected per year by the State would be used as a measure of the process in achieving noise compatibility.
6. Recent studies have shown that the most objectionable feature of traffic noise is noise produced by vehicles equipped with illegal or faulty exhaust systems. In addition, "hot rod" vehicles are often operated so that tires squeal and excessively loud exhaust noise is produced.

There exist a number of Statewide vehicle noise regulations that can be enforced by local authorities as well as the California Highway Patrol. Specifically, Sections 23130, 23130.5, 27151, and 38275 of the California Vehicle Code, as well as excessive speed laws may be applied to curtail this problem. Both the California Highway Patrol and the Office of Noise Control (through local health departments) are available to aid local authorities in code enforcement and training.

The following paragraphs explain the nature and purpose of a "noise referral zone."

The Noise Referral Zone could be defined as any area within the 65 dB CNEL contours. This level is selected because of its relationship with indoor noise levels resulting from intruding outdoor noise. Basically, any structure housing noise sensitive uses: e.g., office, residential, lodging, etc. -- could be required to provide a quiet environment. In areas above 65 dB CNEL, building design becomes important in achieving proper indoor noise levels even though outdoor noise environments are in compliance with the recommended levels for the land use.

The Noise Referral Zone concept is in support of the recommended Federal EPA "Levels Document" and the State of California Noise Insulation Standards. The State requires that interior noise levels resulting from the intrusion of exterior noise be limited to not more than 45 dB CNEL for all attached dwelling units and transient lodging facilities, i.e., hotels, motels, townhouses, condominiums, apartments, duplexes and so on. Most cities are also following this lead and are requiring this noise limitation for single family detached dwellings.

The amount of noise that is appropriate or tolerable for various types of non-residential indoor uses has been the subject of considerable study by architects, acoustical engineers, scientists, and psychologists. Noise levels for commercial uses are averaged over a 12 hour period (Leg 12) from 7:00 a.m. to 7:00 p.m. Maximum acceptable levels are listed below:

<u>Land Uses</u>	<u>Interior Level, Leg 12, dBA (7 am to 7 pm)</u>
Private Offices	45
General Offices, Reception, Clerical, etc.	50
Bank Lobby, Retail Stores, Restaurant, Typing Pool, etc.	55
Other Areas for Manufacturing, Assembly, Text, Warehousing, etc.	65

To reduce noise impacts to the people that live and work in San Fernando, the recommended noise limitations for both interior and exterior uses should be met. The

City should require all projects occurring within the Noise Referral Zone (or within a suspected high noise environment) to meet the interior and exterior standards of the Noise Element through proper acoustical engineering as provided for in the State Noise Insulation Standards (Title 25 of California Administrative Code). Notification would be provided to prospective developers by the Planning Department that a condition of issuance of permits would be compliance with noise standards by design of an acoustical engineer. No building permits would be issued without approval of City staff of the acoustical report/design. This removes financial burden from the City and places it upon users.

INTERNAL CONSISTENCY

By law, the findings and recommendations of the Noise Element are tied to the Land Use Element. Section 65302(f) of the Governmental Code states:

"The noise contours shall be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of the community residents to excessive noise.