

APPENDIX A: CIRCULATION PLAN



The Maclay Avenue, Truman Street, and San Fernando Road corridors form the circulation framework of the community and the specific plan area. Due to both the prominence of this circulation framework and the long established zoning of the corridors exclusively for commercial land uses, development and land use along these corridors has been directed towards the automobile user for many years. This specific plan seeks to find a balance among the divergent goals related to the efficient movement of traffic and the development of a pedestrian scale character for the specific plan area.

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

1. Highly Walkable (Pedestrian-Priority)

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

2. Transit-Oriented

- A high quality pedestrian environment is the foundation of any transit-oriented place, as it encourages and enables residents, customers and visitors to comfortably move from transit to their destination without a car.
- Enables a transit-oriented mix of uses near the Metrolink Station to support and encourage ridership and transit-oriented lifestyles.
- Continues to accommodate a wide variety of transit modes, including bus, train (Metrolink), tram, bike, and walking, while continuing to accommodate automobiles.
- Introduces street, streetscape, and building design that enables and encourages pedestrians,

cyclists, transit users, and motorists to easily and comfortably find their way to the Metrolink Station, to the San Fernando Road Bike Path, and to Downtown San Fernando. Wayfinding signage alone is not sufficient.

- Provides comfortable places for people to wait for transit and sufficient places for cyclists to park their bicycles.

This circulation plan section of the San Fernando Corridors Specific Plan will guide the ongoing development of the specific plan area's roadway system in a manner that will be safe, efficient and compatible with the land uses and development envisioned in this Specific Plan.

Overview of the Existing Transportation Corridors

Maclay Avenue is San Fernando's primary north-south thoroughfare, providing a connection with the Interstate 210 just north of the city boundary. Within the specific plan area, Maclay Avenue extends approximately 1.4 miles in a north-to-south orientation. This roadway has a right-of-way width of 80 feet and a curb-to-curb pavement width of 60 feet. Maclay Avenue north of Fourth Street consists of four travel lanes with on-street parallel parking generally permitted on both sides of the street. Between Fourth Street and First Street, Maclay Avenue consists of one travel lane in each direction, a center turn lane, and a combination of angled and parallel parking. Maclay Avenue is bisected at its midpoint by Glenoaks Boulevard, a major east-west arterial through the city. Other major signalized intersections include Eighth Street, Seventh Street, Fifth Street, Library Street, Fourth Street and First Street. Maclay Avenue currently carries an average of approximately 16,500 vehicle trips per day (north of Truman Street).

Truman Street and San Fernando Road are the main east-west transportation corridors through the city, parallel to each other and one block apart. These two road-ways ultimately merge at the city's eastern and western boundaries. Truman Street is just over one mile in length and has a right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet. This roadway typically has four through travel lanes and a dedicated left-turn lane at major intersections. There is limited on-street parking permitted on Truman Street. The major signalized intersections along Truman Street include Hubbard Street, Workman Street, San Fernando Mission Boulevard, Maclay Avenue, Brand Boulevard and Wolfskill Street. Truman Street currently carries an average of approximately 18,000 vehicle trips per day, with most trips concentrated around Maclay Avenue. Vehicle trips taper down to below 10,000 near Hubbard Avenue.

San Fernando Road within the specific plan area is also approximately one mile in length with a right of way width of 80 feet and a curb-to-curb pavement width of 56 feet outside of the San Fernando Mall area. Within the Mall, a pedestrian oriented retail district, San Fernando Road maintains the same public street right-of-way width (80 feet) though only two travel lanes are provided (one lane in each direction). Angled and parallel curbside parking are provided on opposite sides of the street within the Mall area. San Fernando Road currently carries an average of approximately 9,000 vehicle trips per day west of San Fernando Mission Boulevard, and approximately 5,100 vehicle trips per day east of San Fernando Mission Boulevard.

A Class I bike path parallels Truman Street San Fernando Road through the Project area.

A detailed discussion of the existing traffic conditions and the roadway infrastructure are provided in the traffic study included in the environmental assessment of this specific plan that was prepared pursuant to the California Environmental Quality Act.

A variety of public transportation opportunities are available to shoppers, employees, residents and visitors in the corridors planning area:

- Metrolink Commuter Train Antelope Valley Line offers service between Lancaster, California, and Los Angeles, California with a stop adjacent to the Project area.
- Metropolitan Transit Authority (METRO) operates several bus lines (94, 224, 230, 234, 236, 239, 292, 734, and 794) through the Project area.
- The City of Los Angeles Department of Transportation (LADOT) operates Commuter Express lines 574 which travels through the Project area on its way to Downtown Los Angeles.
- The San Fernando Trolley provides access throughout the City of San Fernando traveling in a loop with 28 stops throughout the City.
- The Mission City Transit (MCT) is a shared curb to curb community service that allows residents to schedule bus service to travel anywhere within the City.

In addition, Metro is planning a new transit line that would operate from between the Van Nuys Orange Line Metro Station and the Sylmar/San Fernando Metrolink Station. This new line could take the form of Bus Rapid Transit or Light Rail and would pass through the City of San Fernando along San Fernando Road with a stop likely at Maclay Avenue. Metro expects this line to be complete before 2030.

The proposed roadway improvements along the Maclay and the San Fernando/Truman corridors have been designed to include new landscaping, urban furniture, and bus turnouts that provide for an enhanced personal experience for future travelers using the public transportation system within the Specific Plan area. The existing and future public transportation network enhancements will allow for a more intense and efficient use of land at increased densities. This will provide for a more walkable community with increasing demand for public transit service.

Circulation Objectives and Policies

The San Fernando Corridors Specific Plan seeks to accomplish the following objectives relating to circulation:

- To facilitate the transition of the Maclay Avenue, Truman Street, and San Fernando Road corridors so that they complement the land uses and development pattern planned for the corridors through implementation of this specific plan;
- To maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and through traffic to its destination, while accommodating future demand for circulation by all modes of transportation;
- To implement traffic calming techniques in specific areas as a means to improve traffic and pedestrian safety; and,
- To create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan in general, and that support pedestrian use and outdoor activities in particular.

To accomplish these objectives, the following policies will be considered in the on-going implementation of the Specific Plan:

- *Circulation Policy 1.* The City will implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods within and through the specific plan area.
- *Circulation Policy 2.* All future roadway and intersection improvements will consider pedestrian and traffic safety first and foremost. Modifications to the standards, regulations, and/or guidelines contained herein are permitted in those instances where safety is at issue.
- *Circulation Policy 3.* The City will implement traffic calming measures as designated in this specific plan so as to facilitate the creation of a pedestrian

friendly environment throughout the specific plan area in general, and in specified pedestrian-oriented retail, mixed use and residential development areas along Maclay Avenue and San Fernando Road in particular.

- *Circulation Policy 4.* The City will encourage the movement of through traffic entering the specific plan area from the east or west to use Truman Street in moving through the plan area; and through traffic entering the specific plan area from the north on Maclay Avenue to turn at Glenoaks Boulevard and use this arterial street to connect to alternate north-south arterial routes including Hubbard Street, Paxton Street and the 118 Freeway.
- *Circulation Policy 5.* The City will continue to oversee the improvement of a circulation system within the specific plan area that is capable of adequately accommodating a reasonable increase in future traffic demands.
- *Circulation Policy 6.* The City will discourage through traffic and truck traffic for those roadway segments that are not designed to handle such traffic.
- *Circulation Policy 7.* The City will enforce weight and axle restrictions for trucks using city streets, with special emphasis accorded to portions of Maclay Avenue and San Fernando Road.
- *Circulation Policy 8.* The City will employ measures that will discourage through traffic on local streets.
- *Circulation Policy 9.* The City will ensure that there are clear rights-of-way for safe passage of pedestrians and bicyclists, particularly along Maclay Avenue, First Street, and San Fernando Road.
- *Circulation Policy 10.* The City will provide for accessibility by the physically disabled and impaired at all pedestrian crosswalks, and will include audible pedestrian crossing signal devices along with other appropriate safety measures at signalized pedestrian crosswalks where feasible, and subject to approval of the Public Works Director.
- *Circulation Policy 11.* Any future roadway and intersection improvements undertaken by the City shall be in conformance to, and consistent with, this specific plan.
- *Circulation Policy 12.* The City will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the local transportation and circulation system.

Roadway Classifications

This circulation plan includes a roadway classification system that is used to identify the function of each roadway located in the specific plan area. The classification system provides a logical framework for

the design and operation of those existing and planned roadways. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street segment. If the observed characteristic of a street changes from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards. The primary circulation system in the specific plan area serves two distinct and equally important functions:

- To provide access to individual properties within the specific plan area, and
- To accommodate the transport of people and goods into and through the specific plan area.

The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, other streets may have fewer lanes, reduced speed limits, and other traffic calming devices as a means to slow traffic and to make the streetscape more pedestrian-friendly. The roadway system within the specific plan area has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the specific plan area are also classified according to their primary function. The roadway classifications are described below and are shown in Table 6-1.

- *Major Arterial Corridor.* This roadway classification is designed to efficiently move relatively large volumes of traffic in a safe and efficient manner. This roadway classification serves both regional through-traffic and intercity traffic. This roadway classification will typically have a maximum right-of-way width of 80 feet and a curb-to-curb pavement width of 56 feet. This roadway type generally provides four through travel lanes and a dedicated left turn lane. Parallel parking may be provided on one or both sides of the street where it does not conflict with the street's function to accommodate relatively higher traffic volumes and speeds. Truman Street is a major arterial roadway.
- *Secondary Arterial Corridor.* Roadways included in this classification will typically direct traffic through the individual districts that comprise the Specific Plan area. Roadway segments included in the secondary arterial corridor will typically have

Table 6-1 - Roadway Classifications

	Major Arterial Corridor	Secondary Arterial Corridor	Pedestrian Oriented Corridor	Local Streets
Travel Lanes	4 lanes	4 lanes	2 lanes	2 lanes
Protected Left Turn	Yes	At major intersections only	At all intersections	none
Parking Lanes	Some on-street parking permitted	On street parking permitted	On street parking permitted	On street parking permitted
Volumes ADT	20,000 or greater	10,000 or greater	Up to 10,000	2,000 or less
ROW Width	80 feet	80 feet	80 feet	60 feet
Pavement Width	56 feet	60 feet	60 feet	36 to 40 feet

Source: ADT refers to average daily traffic volumes. ROW refers to right-of-way

a right-of-way width of 80 feet and a curb-to-curb width of 60 feet, with parallel parking on both sides of the street. A secondary arterial typically contains four travel lanes (two travel lanes in each direction). A dedicated left turn lane is provided only at the enhanced intersections. Parallel parking is generally permitted on both sides of the street. The portion of Maclay Avenue north of Glenoaks Boulevard is a secondary arterial road-way.

- *Pedestrian Oriented Corridor.* The emphasis of the pedestrian oriented corridor classification is to facilitate the development of a pedestrian-friendly streetscape. This roadway classification is designed to accommodate pedestrian use while meeting the demands for local traffic. This is accomplished through the use of various traffic-calming techniques. Roadway segments included in this classification include Maclay Avenue in the Downtown District and in the Maclay District south of Glenoaks Boulevard, as well as that portion of San Fernando Road that extends through the Mall and the Mixed Use Corridor and the Workplace Flex Districts. This roadway classification will typically have an 80 foot right-of-way width and a 60 foot curb-to-curb pavement width, with curbside retail parking, including angled parking stalls on one side of the street with parallel parking on the other side, or with angled parking on both sides of the street where warranted and possible. The pedestrian oriented corridor classification typically contains two travel lanes (one lane in each direction), a protected/permissive left turn lane at intersections, with on-street parking provided next to the curb.
- *Local Streets.* Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the city's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block.

All of the local streets in the specific plan area have been improved with curbs, gutters, and sidewalks. The general City of San Fernando standard for local streets right-of-way is 60 feet (with a curb-to-curb pavement width of 36 to 40 feet, having two lanes, and on-street parallel parking on both sides of the street).

- *Cul-de-Sac Streets.* This final roadway classification within the specific plan area refers to those local streets that connect with Maclay Avenue in a "T" intersection, and that may be redesigned as cul-de-sacs. The closure of these selected local streets would eliminate through traffic through the adjacent residential neighborhoods, while maintaining pedestrian connections and accessibility.

The functional designation of a roadway does not necessarily indicate the prior existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand in a manner compatible with the land uses planned for the roadway corridor.

Table 6-2 indicates the functional roadway classification applicable to each primary roadway segment in the Specific Plan area. As indicated in this roadway classification matrix, that segment of Maclay Avenue north of Glenoaks Boulevard is classified as a secondary arterial corridor. The segment of Maclay Avenue located south of Glenoaks Boulevard in the Maclay District and in the Downtown District is designated as a pedestrian-oriented corridor. Truman Street, in its entirety, is designated as a major arterial corridor. Finally, San Fernando Road is designated as a pedestrian-oriented corridor within the Downtown District, as well as to the west in the Mixed Use Corridor District and in the Workplace Flex District. San Fernando Road to the east of the Mall in the Auto-Commercial District is designated as a secondary arterial corridor.

Table 6-2 - Roadway Classification Matrix

Roadway Segment	Major Arterial Corridor	Secondary Arterial Corridor	Pedestrian Oriented Corridor	Local Streets
Maclay Avenue (between 8th St. and 7th St.)		•		
Maclay Avenue (between 7th St. and Glenoaks Blvd.)		•		
Maclay Avenue (between Glenoaks Blvd. and 5th St.)			•	
Maclay Avenue (between 5th St. and 4th St.)			•	
Maclay Avenue (between 4th St. and San Fernando Rd.)			•	
Truman Street (between Hubbard Ave. and Workman St.)	•			
Truman Street (between Workman St. and S.F. Mission Blvd.)	•			
Truman Street (between S.F. Mission Blvd. and Brand Blvd.)	•			
Truman Street (between Brand Blvd. and Fox St.)	•			
San Fernando Road (between Hubbard Ave. and Huntington St.)			•	
San Fernando Road (between Huntington St. and S.F. Mission Blvd.)			•	
San Fernando Road (between S.F. Mission Blvd. and Chatsworth Dr.)			•	
San Fernando Road (between Chatsworth Dr. and Fox St.)		•		
First Street			•	

The final roadway classification discussed previously applies to those local streets that connect with Maclay Avenue in “T” intersections, and that may be redesigned as cul-de-sacs. The closure of vehicular access from Maclay Avenue to these selected local streets would eliminate any Maclay Avenue traffic through the adjacent residential neighborhoods, although pedestrian connections would be retained. The elimination of the local street right-of-way segment next to Maclay Avenue would also facilitate the assembly and/or creation of larger parcels for new development at these locations. The roadway intersections included in this category are the following:

- Second Street and Maclay Avenue (west side);
- Library Street and Maclay Avenue (both east and west side);
- Defoe Street and Maclay Avenue (east side);
- Degarmo Street and Maclay Avenue (east side);
- De Haven Street and Maclay Avenue (east side); and
- Lucas Street and Maclay Avenue (east side);

Roadway Development and Improvements

This Specific Plan includes a number of proposed roadway changes, in order to calm traffic, increase biking areas, and widen sidewalks. These planned improvements, which support the revitalization objectives of the Specific Plan as is discussed in more detail in Chapter 6 (Capital Improvements) of this Specific Plan, include:

Maclay Avenue: Downtown District

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

San Fernando Road: Downtown District, Mixed Use Corridor District

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

Truman Street: Mixed-Use Corridor District and Auto Commercial District

Truman Street is classified as a major arterial corridor for its entire length through San Fernando.

Truman Street: Downtown District

However, where Truman Street crosses through the Downtown District, a different streetscape treatment is called for in the vicinity of the community crossroads at the Truman Street/Maclay Avenue intersection. This special treatment is designed to integrate the Downtown District and alert motorists, transit riders, and cyclists of their arrival or passage through Downtown San Fernando.

Intersection Classification

This Specific Plan provides for three types of intersections based on their function as well as that of the roadways that comprise the intersection. These intersection classifications include the following:

- *Arterial Intersection.* This intersection classification refers to those signalized intersections that typically carry large volumes of traffic. This intersection will typically be signalized, although exclusive left-turn lanes are not typically provided.
- *Enhanced Intersection.* This intersection classification refers to those signalized intersections that are specifically designed to accommodate larger traffic volumes. The intersection improvements typically are designed to increase the overall design capacity of the intersection. Under this classification, the intersections will have one or two dedicated left-turn lanes with a corresponding signal phasing that protects the left turn movements. These intersections may also have exclusive right-turn lanes or pockets on the approaches to the intersection.
- *Pedestrian Intersection.* This intersection classification recognizes the unique characteristics of the Specific Plan's pedestrian-oriented areas. Many of these intersections will have two through travel lanes with a single designated left turn lane. Parking is not typically permitted within 100 feet of the intersection. As a result, there is sufficient room to accommodate an exclusive right-turn lane.

Table 6-3 indicates the intersection classification for each intersection in the Specific Plan area.

Roadway Performance Standards

The Initial Study Checklist recommended by the CEQA Guidelines, as amended, is used by the City of San Fernando in its environmental review process. The issues present in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project could result in a significant environmental impact if one or more of the following occurs:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

For evaluating the performance of the vehicle circulation system, the City of San Fernando utilizes the Intersection Capacity Utilization method that categorizes intersection performance based on a Level of Services (LOS) measure. LOS is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. Based on Volume/Capacity (V/C) ratios, LOS categories range from nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F, as shown in Table 6-4, LOS Definitions for ICU Methodology.

In the past, the City of San Fernando has relied on standards used by the City of Los Angeles, based on a Level of Service measurement and a sliding scale of change in automobile delay (expressed as change in V/C), in order to determine if an impact is significant. However, the City of Los Angeles intends to discontinue the use of this metric in light of SB 743.3 LADOT is currently developing impact assessment methods that shift the measure from automobile delay to vehicle miles traveled (VMT). However, as stated previously when

Table 6-3 - Intersection Classification

Intersection	Arterial Intersection	Enhanced Intersection	Pedestrian Intersection
Maclay Avenue at 8th St.	•		
Maclay Avenue at 7th St.	•		
Maclay Avenue at Glenoaks Blvd.		•	
Maclay Avenue at 5th St.		•	
Maclay Avenue at 4th St.		•	
Maclay Avenue at Library St.			•
Maclay Avenue at 3rd St, (not signalized)			•
Maclay Avenue at 2nd St. (not signalized)			•
Maclay at 1st St.		•	
Maclay at Truman Street		•	
Truman Street at Hubbard Ave.		•	
Truman Street at Workman St.	•		
Truman Street at S.F. Mission Blvd.		•	
Truman Street at Brand Blvd.		•	
San Fernando Road at Hubbard Ave.		•	
San Fernando Road at Workman St.			•
San Fernando Road at S.F. Mission Blvd.			•
San Fernando Road at Brand Blvd.			•
First Street at Hubbard Ave.		•	

Table 6-4 - LOS Definitions for ICU Methodology

Level of Service		
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

describing SB 743, the adoption of a VMT methodology is still in the future.

The existing San Fernando Corridors Specific Plan states that “The City of San Fernando has established a LOS ‘D’ as a target LOS standard.” Likewise, the County has identified LOS D as adequate whereas LOS E and F are classified as poor with significant and considerable delay. Therefore, for the purposes of evaluating the traffic impacts of the Project, a significant impact could occur if the Project would cause or contribute to an intersection performing at an LOS of E or F.

By applying this threshold, the City is not applying the sliding scale of change in V/C that has been utilized by LADOT. The Traffic Impact Study conducted in 2016 for this Project and included as an Appendix to this EIR did apply the LADOT methodology. As a result, while this EIR uses the data and analysis of the traffic study, the conclusions regarding impacts differ.

Traffic Impacts

Proposed Roadway Changes. While making the downtown area safer for pedestrians and supporting to State’s Complete Streets goals, some of these changes would affect the results of the intersection LOS analysis. The following proposed roadway changes would reduce the number of travel lanes for automobiles, thus affecting the LOS results:

- San Fernando Road north of San Fernando Mission Boulevard: reduce from two lanes in each direction to one lane in each direction.
- Maclay Avenue from Truman Street to Pico Street: reduce from two lanes in each direction to one lane in each direction

Other roadway changes proposed for the study area include reductions in travel lane width, widening sidewalks, installing hard medians, installing bicycle sharrows, and altering on-street parking configurations. These alterations will not adversely affect the capacity of the roadway system. Additionally, these roadway changes would not introduce hazardous design features or result in inadequate emergency access.

Trip Generation and Distribution. The most recent trip generation rates from Trip Generation, 9th Edition (Institute of Transportation Engineers [ITE], 2012) for Apartments, Condominiums, General Office, and Shopping Center, were utilized to develop the Project trip generation estimates. Internal capture rates were determined by utilizing the Internal Trip Capture Estimation Tool prepared by National Cooperative Highway Research Program per the methodology

described in the ITE’s Trip Generation Handbook, 3rd Edition (2014).

The Project has the development potential for 759 residential units, 96,307 square feet of retail space and 285,907 square feet of office space. The Project would generate a net total of 10,253 weekday trips including internal capture credits and credits for existing uses.

Intersection Performance. The addition of traffic associated with the proposed project to existing traffic volumes would not result in significant impacts. Some intersections would see a decrease in performance but none of the study intersections would experience less than an LOS of D.

CMP Analysis. The Los Angeles County Congestion Management Program (CMP) requires that traffic impact analysis (TIA) be performed for all CMP arterial-monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring Intersection. In addition, the CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location.

Based on the expected distribution of traffic, the Project would add less than 50 trips to a CMP arterial monitoring intersection and less than 150 trips to a mainline freeway during a peak hour. Therefore, no further CMP analysis is required and impacts would be less than significant.

Non-Automobile Circulation Impacts. The Project would not interfere with any existing transit routes nor conflict with any existing transit policies, plans, or programs. Based on CMP guidelines that in general 3.5% of person trips utilize transit, the Project could generate approximately 45 AM peak transit trips and 47 PM peak transit trips. The Project area is well served by transit that has the capacity to accommodate that expected number of new riders.

The Project is intended to enhance the streets within the Specific Plan area to be a more comfortable environment for pedestrians and provide more walkable connectivity among uses within San Fernando and to transit connections. The Specific Plan includes the following objectives related to transportation:

- Facilitate the transition of the Maclay Avenue, Truman Street, and San Fernando Road corridors so that they complement the land uses and development pattern planned for the corridors through implementation of this specific plan;
- Maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and through traffic to its destination, while accommodating future demand for circulation by all modes of transportation;
- Implement traffic calming techniques in specific areas as a means to improve traffic and pedestrian safety; and,
- Create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan in general, and that support pedestrian use and outdoor activities in particular.

To achieve these objectives, the Specific Plan calls for the City to implement policies that plan for a street system that is safe and efficient, facilitates the creation of a pedestrian friendly environment, and provide for accessible sidewalks and crosswalks. These objectives and policies are supportive of the California Complete Streets Act and of the Circulation Element of the City's General Plan. Based on these objectives and policies, it is expected that the Project would create safer and more inviting circulation facilities for pedestrians and bicyclists. As such, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts on non-automobile circulation would be less than significant.

Cumulative Impacts

Future traffic conditions in 2035 were projected to allow for identification of the long-term cumulative impacts of the proposed project. Table 4.10-4 Future (Year 2035) Project Peak-Hour LOS Traffic Volumes, shows projected future traffic conditions without and with the amended Specific Plan. This cumulative condition would result in significant impact at First Street at Maclay Avenue (Intersection 4), where the LOS would change in the morning peak hour from LOS D to LOS E. With the proposed roadway improvements, there would be a significant impact at San Fernando Road and Hubbard Street, where the LOS would change in the morning peak hour from LOS C to LOS E. In addition, in the future scenario, the intersection of Truman Street and Hubbard Street is expected to perform at a LOS E, a substantial decrease in performance from existing, and

while the performance of the intersection is expected to substantially decrease even without the Project, the Project would make a considerable contribution to this intersection. Therefore, the Project could have significant impacts due to the cumulative decrease in performance of the intersections at First Street at Maclay Avenue, San Fernando Road and Hubbard Street, and Truman Street and Hubbard Street.

In addition to projected future traffic growth, the future cumulative transportation environment of San Fernando would be shaped by the implementation by Metro of the East Valley Transportation Corridor.

The Project has been crafted to accommodate and support future transit use within San Fernando and it would not conflict with or impede the East Valley Transportation Corridor. As such, the Project would not make an adverse contribution to cumulative impacts on transit and non-automobile travel modes.

Traffic Impact Mitigations

An estimate of the traffic level of service impacts associated with implementation over time of this specific plan is provided as part of the traffic study that was prepared in conjunction with the environmental assessment of this specific plan pursuant to the California Environmental Quality Act.

This traffic impact analysis identifies the following measures to address impacts at First Street at Maclay Avenue, San Fernando Road and Hubbard Street, and Truman Street and Hubbard Street:

- At First Street and Maclay Avenue, create an eastbound right-turn lane on First Street. This improvement may require the removal of one parking space between the commercial driveways on the south side of 1st Street west of Maclay Street. Removing the one parking space would allow for a right turn of 150 feet in length. If additional right turn storage is required, then additional parking spaces on the south side of 1st Street may need to be removed. This improvement will also fit within the existing curbs, not requiring any street widening.
- Install coordinated traffic signal systems within the Downtown District of the Specific Plan area and specifically along Maclay Avenue, Hubbard Street, Truman Street, and San Fernando Road.

With implantation of the proposed mitigation measures, all the studied intersections would operate at LOS of D or better under all scenarios evaluated. Therefore, with incorporation of the mitigation measures, impacts of the Project would be less than significant.

APPENDIX B
SAN FERNANDO CORRIDORS SPECIFIC PLAN
EXISTING PHYSICAL CONDITIONS
OCTOBER 25, 2017





INTRODUCTION:

This [appendix chapter](#) provides an overview of the existing conditions along the Maclay, Truman, and San Fernando Road, corridors at the time of the plan's initial drafting (August 2003). Existing conditions – including those along First Street and Second Street - were studied at the start of the specific plan amendment process in April 2015. This chapter describes the physical and structural conditions of the corridors that have formed the basis of the recommendations of the plan. Should conditions along the corridors change to a degree that the plan no longer applies, the City of Fernando may need to revisit both the strategies and the policies of the plan.

REGIONAL CONTEXT

The City of San Fernando is located in the northeast section of the San Fernando Valley (also referred to as the North-East Valley) at the southern foot of the San Gabriel mountain range. It encompasses an area of 2.4 square miles and is completely surrounded by the City of Los Angeles. The Santa Susana Mountains to the northwest partly divide the valley from the City of Santa Clarita. To the south, the Santa Monica Mountains separate the Valley area from the Los Angeles Basin. Adjacent communities within the City of Los Angeles include Sylmar, Mission Hills, and Pacoima. Nearby prominent town centers of interest apart from Los Angeles include downtown Burbank (11 miles southeast on I-5) and Valencia Town Center in Santa Clarita (14 miles northwest on I-5).

I. BRIEF HISTORY



A Metro bus stop.



The Sylmar / San Fernando Metrolink rail station.



San Fernando Road during the late 1950s.

San Fernando is served by several major freeway corridors. Interstate 5 that runs just to the west of the city, serves as the state's main north/south route and is the primary route between the valley and downtown Los Angeles. Interstate 405 divides from Interstate 5 just south of the city and links southward towards Santa Monica and the Los Angeles International Airport. Interstate 210, which passes the city to its north and east, connects the valley with Pasadena to the east. State Highway 118, which runs to the east of the city, connects the valley with Ventura and other cities to its west.

The city is also served by the Antelope Valley line of the Metrolink regional rail system, which links north to Lancaster and south to Union Station and its connections to Amtrak and the Metro system in downtown Los Angeles. The Sylmar/San Fernando Metrolink Station (the "Metrolink Station") lies just northwest of the city boundary next to San Fernando Road. A locally serving Greyhound bus station is located at the southern border of the city, in the City of Los Angeles on Rinaldi Street. The nearest commercial airport is Bob Hope Airport (10 miles southeast on I-5). The Van Nuys Airport (8 miles south on I-405) and Whiteman Airport (3 miles south of the S-118) also provide general aviation services.

San Fernando is served by a number of Metro bus routes that connect the city to a variety of local and regional destinations. Within the city limits, Truman Street is served by metro bus routes 94, 394, and 561. Maclay Avenue is served by local metro bus routes 94 and 224 and express metro transit routes 734 and 794. Maclay Avenue is also served by route 234, which connects to Sepulveda Boulevard via Brand

Boulevard. Routes 230 and 239 connect north from San Fernando Mission Boulevard through Truman Street to the Metrolink Station. Glenoaks is served by route 292. All of these cited routes stop at the Metrolink Station, except routes 234 and 292.

At the time of this specific plan's adoption (December 2017), Metro had just completed an Environmental Impact Report (EIR) studying the effects of introducing improved transit service along the 11-mile East San Fernando Valley Transit Corridor, running from the Sylmar/San Fernando Metrolink Station to Van Nuys Station, along San Fernando Road and Truman Street. The project identified multiple potential transit alternatives for the corridor including: bus rapid transit (BRT), a modern street car (tram), or light rail (LRT).

Finally, the San Fernando trolley offers daily service, stopping at 28 locations throughout the City, including at several stops within the Specific Plan Area.

BRIEF HISTORY

In 1874 San Fernando became "the first city of the valley" when Charles Maclay laid out a speculative township map for the "City of San Fernando." In the early days of the valley, most of the settlements in the region were agriculturally based and centered on the citrus industry. San Fernando served as a regional downtown for the area during this time. Two years later, the Southern Pacific Railroad linked San Fernando with Los Angeles and thus San Francisco and the rest of the nation. This increased access to the area and made it a more viable place to live, subsequently

driving up land values. The City of San Fernando was incorporated as an independent municipality in 1911. The demand for urban growth that followed in the mid-twentieth century effectively eliminated the citrus industry. As Los Angeles grew and developed, the areas surrounding San Fernando were annexed into the City of Los Angeles to obtain access to water and services. However, San Fernando was able to maintain its independence due to its own deep well water supply. It remains today one of the few U.S. cities to be completely surrounded by another city. The San Fernando Valley as a whole experienced rapid growth following World War II, filling in much of the remaining unbuilt land by the 1970's and 80's. The city experienced social growing pains as its population transitioned from an Anglo to a Latino majority. It was struck by powerful earthquakes in 1971 and 1994 that damaged much of its historic architecture. Today, the city is largely built out. Like its neighboring San Fernando Valley communities, it faces new Twenty-First Century challenges in strengthening and maintaining a high quality of life in an "urban village" setting.

COMMUNITY

San Fernando prides itself as being a unique, independent city within the sprawling metropolis of Los Angeles County. This autonomy is valued by existing residents and businesses who enjoy good access to decision makers, attentive city services, and in particular, rapid police response times. Because of the latter, the community is perceived as safer than surrounding areas. Residents are proud of their down-

town, one of the few walkable community centers in the region, and of the pleasant single-family neighborhoods that speak of a family-oriented community. A trend of restoration of older and historic homes in neighborhoods around the city has become noticeable, and an attractive Mission-styled library and attached shops have opened along Maclay Avenue in the historic City Center. All of these factors contribute to a unique "small-town" character of San Fernando that is attractive to would-be residents and businesses.

San Fernando lies at the heart of a largely Latino area in the San Fernando Valley, consisting of an overall population of over 200,000 native Spanish speakers spread over a number of communities. Per the 2010 United State Census, the city itself has a population of 23,645 residents, and almost 93% of these residents are of Latino origin (i.e., of Mexican, Puerto Rican, Cuban, Central or South American, or of other Spanish-speaking cultures or origins), compared to less than 50% in Los Angeles County. The Latino population of San Fernando includes recent immigrants as well as families of many generations' residence. More recently, a "new generation" of young professionals have returned home to the city after college to settle and raise their families. This most recent group is largely responsible for increases in income that have outpaced Los Angeles County over the last decade. The spread of cultural experiences and economic resources among this range of groups has led to an expanding variety of aspirations, tastes, and lifestyle choices.



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



The Sylmar / Sa Library Plaza in the historic City Center provides an inviting outdoor space to dine. In Fernando Metrolink rail station.



Existing conditions on the corridors today.

I. THE CORRIDORS



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



The western gateway along San Fernando Road.



Residential development along Maclay Avenue.

THE CORRIDORS

The Maclay, Truman, and San Fernando Road corridors form the transportation framework of the city as its most public and traveled thoroughfares. Maclay Avenue is the city's primary north-south thoroughfare, intersecting with Interstate 210 just outside the northern border of the city. The portion within the specific plan area is approximately 1.4 miles long, has a right-of-way width of 80 feet. Between 4th Street and 7th Street and south of 1st Street, Maclay Avenue typically has four lanes total - two dedicated travel lanes and two combination travel/parallel parking lanes, while between 1st Street and 4th Street it has one lane in each direction with perpendicular parking on the west side of the street and parallel parking along the east side. North of 7th Street, Maclay Avenue consists of a southbound travel lane plus a combination travel/parallel lane and a single northbound combination travel/parking lane. It is crossed at its midpoint by Glenoaks Boulevard, a major east-west corridor through the city, and it crosses the Truman/ San Fernando corridors just south of the center of the city.

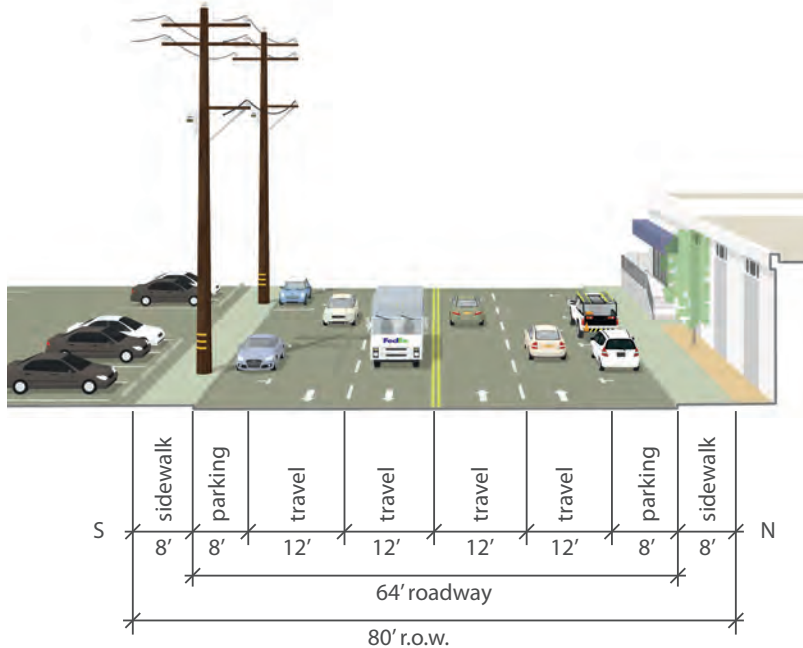
Truman Street and San Fernando Road are the main east-west corridors through the city, running parallel to each other and one block apart for most of the city's length, and merging at the eastern and western city boundaries. They run parallel to Interstate 5 and eventually connect to it to the east and west of the city. Truman Street is just over a mile long, has a right-of-way width of 80 feet and typically has 5 travel lanes and intermittent curbside parking. The portion of San Fernando Road within the specific

plan area is just over a mile long, has a right of way width of 80 feet and typically has five lanes total - three travel lanes with two combined travel/parallel parking lanes. The San Fernando Mall maintains the same public street right-of-way but has only two travel lanes with angled and parallel curbside parking on opposite sides of the street.

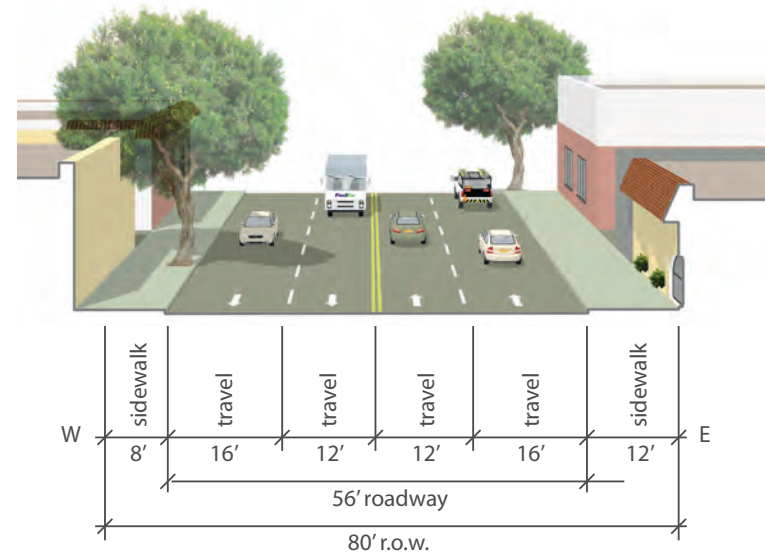
There are four major entrances to the city that lead directly to these corridors, forming de facto "gateways" to the city: the northern entrance on Maclay Avenue, the southern entrance along Brand and San Fernando Mission Boulevards (after descending from I-5 off-ramps), and points of arrival at the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

The northern "gateway" is marked by a gateway structure that crosses over Maclay Avenue at 8th Street. The southern gateway along San Fernando Mission Boulevard is unmarked by special design treatments or gateway architecture but its arrival via Highway 118 makes its presence more apparent to arriving visitors.

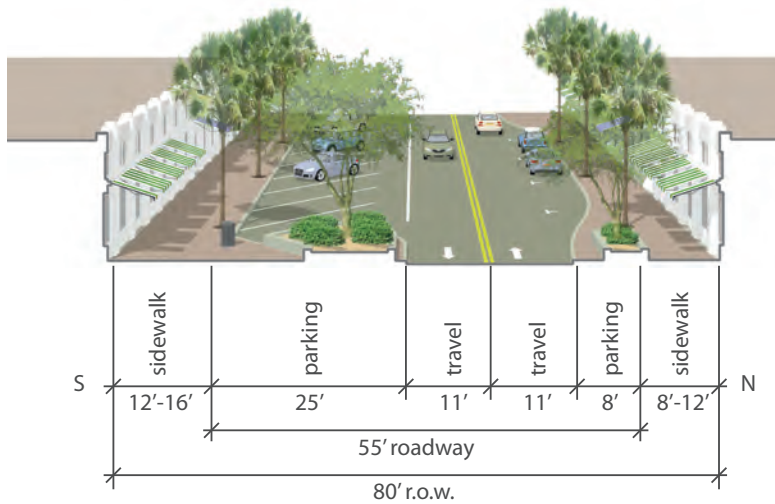
The eastern gateway at the junction of San Fernando Road and Truman Street is actually located in the City of Los Angeles. It announces one's entrance to San Fernando with a low adobe-styled wall with signage reading "The City of San Fernando - Historic and Visionary" set amidst lush landscaping. While this monument sign effectively announces a point of entry to the city, as it stands at the "fork" in the road dividing Truman Street and San Fernando Road, it does not distinguish between the two corridors or direct vis-



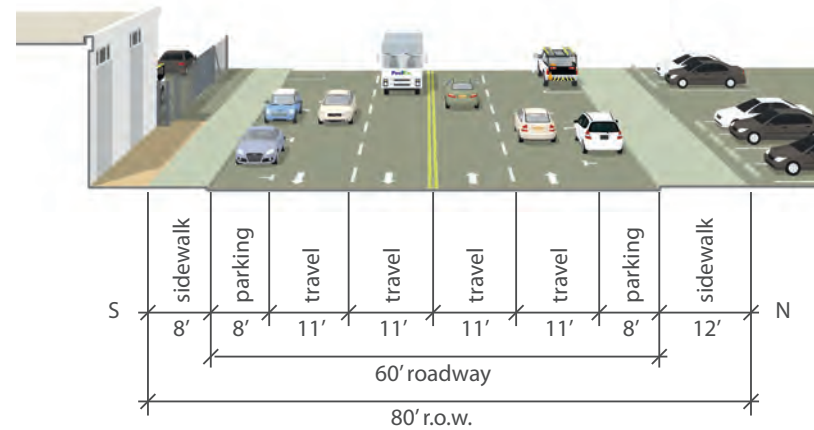
Truman Street - existing street section.



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



The San Fernando Mall - existing street section.



San Fernando Road - existing street section.

I. THE CORRIDORS



A mix of housing and commercial uses along Maclay Avenue.



Library Plaza development on Maclay Avenue.



Gateway sign announcing the San Fernando Mall

itors to the San Fernando Mall or other destinations within the city.

A similar potential western gateway location at the counterpart “fork” at San Fernando Road and Truman Street is also located in the City of Los Angeles, just outside the city boundary. It lies amidst a barren urban landscape characterized by vacant lots, asphalt, and concrete traffic islands, and is not an appealing image for the western entrance to San Fernando. The actual western city boundary crosses Truman Street and San Fernando Road several buildings to the west of Hubbard Street and is not physically discernible other than the presence of a city boundary sign.

The discussion that follows will cover the existing zoning on each of the corridors, as well as the development pattern and physical conditions of each street at the time of the amending of this plan. Because each street’s spatial characteristics are essential to understanding the physical conditions of the corridor, they are analyzed in detail. Design factors such as where buildings are sited relative to the street and sidewalk; elements such as landscaping, lighting, and street furniture; and the articulation and number of openings on building facades all influence the quality of the street and their “sense of place.” These in turn condition the corridors as settings for economic and community activity, and are discussed below.

Maclay Avenue

Along the entire length of Maclay Avenue the zoning prior to the adoption of this plan was “General Commercial.” This corridor contains a wide range of land uses including single- and multi-family homes, retail, office, and civic institutions such as libraries,

churches, and public schools. Stable single-family neighborhoods about the previously commercial zoning of the corridor on the east and west. The existence of residential structures here and there along the corridor indicates that previous zoning was not exclusively commercial, but instead concentrated uses into commercial pockets like in the downtown. Many of these nonconforming residences, including some particularly vulnerable single-family homes, are side by side with newer retail and service structures. Some of the pre-existing homes have transitioned to commercial uses. The uncomfortable relationship of many remaining single family homes with their new, busier neighbors is evidenced by high fences erected at the property lines that attempt to keep the traffic and commercial activity of Maclay Avenue at bay. Existing multi-family residences share a similarly awkward relationship with adjacent commercial uses and the corridor. They generally orient away from the street and do not become a significant presence on Maclay Avenue. Multi-family housing can have an attractive and appropriate presence on a corridor street with the right design relationships, such as a comfortable setback from the street, suitable streetscaping, and an appropriate height in relation to the corridor width.

Between First and Fourth streets, the Maclay Avenue maintains a mostly consistent frontage of retail uses, but underutilized buildings are common and rents are generally low. Due in part to the prevalence of underutilized properties, Maclay Avenue has become the site of some new investment in recent years. Emphasis has recently shifted to this historic corridor perhaps because of its potential for infill develop-

ment, its proximity to civic uses, and its lesser legacy of old industrial properties (the latter in comparison with western Truman Street). The prevalence of underutilized properties at Truman's western end presents opportunities to further create positive infill development. Two new developments, both located in the downtown area, demonstrate this new investment. The completed Library Plaza development is a mixed-use project that includes offices, restaurants, fast food establishments, a coffee shop and the locally serving L.A. County Public Library. The renovated, former Salvation and Social Security buildings at 110 and 120 North Maclay Avenue offer high quality retail and office spaces. These projects have begun to improve the retail and dining choices for residents of San Fernando. The Library Plaza in particular has been embraced by residents of all ages and exemplifies stylistically compatible architectural qualities desired by the community that can be incorporated into new development.

Just east of Maclay Avenue along Macneil Street lies the city's Civic Center. Despite their close proximity to the Maclay corridor, this series of civic buildings currently has a weak connection with the public realm of Maclay Avenue. There are no visual cues in the streetscapes of connecting streets that signal the presence of the adjacent Civic Center.

San Fernando Road

At its western end, San Fernando Road was previously zoned "Commercial" (C-2). It borders single and multi-family residential zoning northeast of Celis Street. It is an area characterized by automobile service centers, offices and used car dealerships.

The prevalence of display lots and customer parking areas creates a challenging spatial condition. With the relative scarcity of buildings on the slender block between the San Fernando and Truman Corridors, a broad expanse of paving hundreds of feet wide between buildings is often created. Existing buildings fail to create a "street wall" to enclose the San Fernando Road corridor, due to the inconsistency of their frontages. Underutilized and vacant buildings and sites are common here and increase towards the west. While they are not attractive, they present potential opportunities for infill development.

The San Fernando Mall, located between San Fernando Mission and Brand Boulevards, was zoned "Limited Commercial" prior to the adoption of this specific plan. It is fully occupied with retail and entertainment uses housed in contiguous storefront buildings on both sides of the street. The Mall's consistent street walls of retail buildings are sited directly at the back of generous sidewalks with landscaping and street furniture in front. These give a strong sense of enclosure to the street.

Together with the presence of people and activity, the combination results in a pedestrian-friendly place. The street "room" of the Mall feels narrower than the seemingly wider Maclay Avenue and Truman Street corridors, though they all actually have the same right-of-way width. Signage is festive but inconsistencies in style, size, and materials result in a somewhat irregular appearance. The architectural composition and ornamentation of facades and walls within the Mall is unremarkable but again the consistent street wall and landscaping create a pleasant atmosphere not found elsewhere in the city. The Mall



Pedestrian activity at the San Fernando Mall.



A street vendor on the San Fernando Mall.



Light industrial development on Truman Street.

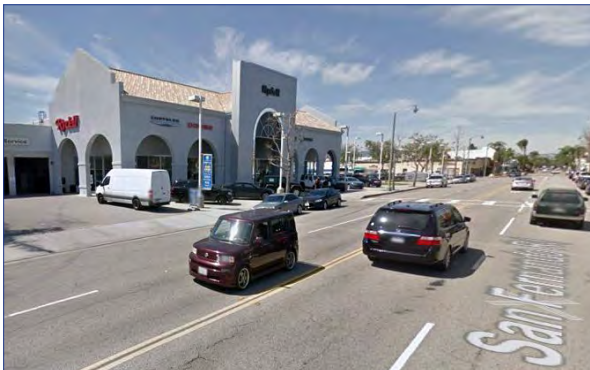
I. THE CORRIDORS



Backs of retail buildings and parking lots face Truman Street.



The spatial gap created by the railroad tracks on Maclay Avenue.



Auto dealerships on San Fernando Road.

stands as a welcome contrast to the bland auto-oriented strip development typical to corridors in the region. The San Fernando Mall has historically been a very successful as an ethnic retail center. After the economic downturn of late 2000s, the San Fernando Mall is poised to see a resurgence in new retail and service commercial uses as well as restaurants. Historically, the street atmosphere has been vibrant: street vendors sell favorite snacks out of carts while merchandise is displayed on the sidewalk. Families and individuals of all ages can be seen shopping and socializing, making full use of the street's pedestrian amenities. City revitalization strategies are making efforts to build on the Mall's resurgence and growing commercial success, including streetscape improvements, but future growth is limited simply because the mall is built out - there are few vacant buildings for major anchor uses or even new small-scale retailers.

Immediately east of the Mall, San Fernando Road was zoned "Service Commercial" prior to the adoption of this specific plan. It is part of the city's auto center that extends to the city's eastern border. Substantial landscaping and lighting, similar to that which exists along Truman within this area, have created an improved streetscape environment that is inviting to pedestrians and motorists alike.

Truman Street

Truman Street can be characterized as having three distinct areas: the area west of Mission Boulevard, the area between Brand and San Fernando Mission Boulevards, and the portion east of Brand Boulevard. West of San Fernando Mission Boulevard, the

western portion of Truman was zoned "Light Industrial" prior to the adoption of this specific plan. It is bordered by the train tracks to the north. Its uses are dominated by warehouse and manufacturing uses, and a number of auto servicing uses located near the western city limit. Truman Street is well suited to accommodate the circulation demands of its current industrial zoning. Its capacity and access facilitate the movement of large trucks through generous travel lanes and convenient access to regional circulation systems. However, typical industrial site design characteristics that characterize Truman's fronting developments such as sparse landscaping and chain link security fences do not create a pedestrian-friendly look. Sidewalk paving conditions are also challenging, with numerous curb cuts and a minimal separation between pedestrians and automobile traffic.

At the intersection of San Fernando Mission Boulevard, the section of Truman Street between Workman Street and Maclay Avenue was zoned "Commercial" prior to the adoption of this plan. Most uses are typical to suburban retail strip development, and are characterized by expanses of parking and asphalt. On the north side of the street, one story strip retail development is set back with surface parking in front. On the south side of the street, a single depth of parcels separates Truman Street from San Fernando Road. Most development on these parcels orients toward San Fernando Road, presenting the unadorned rear facade of the San Fernando Mall and of other buildings. The sidewalk is narrow and is frequently infringed upon by bus stops that occupy a significant portion of the public right-of-way, or by the occasional car that juts out past its stall on a private parking lot.

At the key intersection of Truman Street and Maclay Avenue and close to the geographic center of the city, the combination of wide streets and wide intersection space, a major train track crossing, surface parking lots, weak building enclosure, and minimal landscaping creates a spatial gap, a kind of no-man's land. This gap acts as a divider between the north and south portions of the Maclay Avenue corridor. There is little indication of any connection, visual, pedestrian or otherwise, between the San Fernando Mall to the south and the City Center and civic uses to the north. These two major community activity centers are geographically close but feel strongly separate. As a visitor, one has arrived at the cross-roads of the city, but there is arguably no "there" there.

The portion of Truman Street to the east of Maclay Avenue was also zoned "Commercial" prior to the adoption to this plan and is characterized by the auto mall that approaches the city boundary. It is the center of the city's auto dealerships as well as other auto-oriented service and repair uses. Some of the dealership buildings are new, and recent capital improvements have been made to public streets including new street trees and street lighting, new paving, and improved site landscaping. They define the area as a place oriented towards auto-sales, with a strongly recognizable character.

First Street

First Street connects the Metrolink Station with Maclay Avenue's "Main Street" commercial offerings and then neighboring Civic Center. It is bordered to the south by the train tracks and to the north by parcels

zoned for multi-family housing (R-3), but currently occupied by single-family houses and one- and two-story, small-scale multi-family buildings. First Street, zoned "Limited Industrial" (M-1) and "Light Industrial" (M-2), is lined primarily by warehouses and other industrial uses, as well as a number of auto body and repair shops. Narrow sidewalks, interrupted along the south side by power poles, sparse landscaping, chain link security fences, and poor lighting create a pedestrian-friendly environment that is so critical for encouraging pedestrians and cyclists to walk and bike to the Metrolink Station from Maclay Avenue, the Civic Center, and the adjacent residential neighborhoods. There are also a couple of large, vacant parcels along the north side of First Street between Harps Street and Alexander Street and at Harding Street that offer prime opportunities for infill development.

ARCHITECTURAL CHARACTER

San Fernando's historic architecture is a source of pride for the city's residents and helps set the city apart from other communities in the San Fernando Valley. Much of the desirable character of San Fernando is derived from the San Fernando Mission, founded in 1797. Located just outside the city limits, the Mission's historical significance to the valley and distinct architectural forms provide a foundation for architectural expressions within the city. Other notable buildings that are located within the city which further contribute to San Fernando's architectural character include the Lopez Adobe, the classically inspired Morningside Elementary School, and



Morningside Elementary School on Maclay Avenue.



Unarticulated building facades along the San Fernando Mall.



Restored residential buildings demonstrate San Fernando's historic character.

I. ARCHITECTURAL CHARACTER



the historic Post Office. In addition to the Mission Revival style, other prevalent styles such as Spanish Colonial Revival, Mediterranean and Monterey have influenced various buildings in the city. Some of the shared characteristics of these styles include light-colored stucco walls, red barrel-tiled roofs, arched and small accent window openings, clay tile pavers, dark woodwork, and wrought iron style ornamental accents.

In 1971 a devastating earthquake damaged and destroyed a substantial number of historic buildings that had contributed significantly to the city's character. Post-earthquake repair projects and new building construction that did not or could not reproduce historic details, materials, and craft quality resulted in bland buildings with little stylistic relation to the city and region. The unarticulated facades of many of the San Fernando Mall's storefronts are an example of this. The scale of the buildings is appropriate and the clustered shopfronts have a variety and charming rhythm that is missing in typical strip malls and power centers, but the actual buildings lack quality details and ornament. Other new buildings in the decade following the earthquake were inspired by the Mission Revival period, incorporating elements such as ornamental parapets. However, the craftsmanship inherent to the style, often represented by decorative ironwork and timber woodwork and molding treatment, are often missing.

Recent architectural efforts have been more successful in that they have begun to interpret the Mission style in a more diverse and creative manner. The Library Plaza development at the corner of Fourth Street and Maclay Avenue exemplifies many of these

elements. An arcade and central courtyard recall the principal elements of the San Fernando Mission. The architecture embodies typical Mission style elements such as a corner tower, red barrel tile roofs, and the use of timber woodwork and decorative ironwork.

Other architectural influences present in San Fernando include Craftsman, Bungalow, Beaux-Arts, Art Deco and Victorian styles. These architectural styles also flourished at the turn of the century primarily in residential buildings, with a few commercial and public buildings showing the characteristics of these styles as well. Together with the Mission Revival influenced houses, these styles provide the character for the many San Fernando neighborhoods. Some of the best examples of these styles are found along Brand Boulevard and the Huntington Estates residential area. Many residents who appreciate the qualities of these older houses have bought and restored these buildings, reinforcing the historic character of the city.

CONCLUSION

One of San Fernando's strongest assets is its identity as a unique small city that stands out from surrounding areas in the great metropolis of Los Angeles. San Fernando is defined by a population that feels a strong sense of pride in their community. Both long-time and incoming residents value the small town character of San Fernando.

But the pride that residents of San Fernando feel in their community is not universally reflected in the appearance of its arterial corridors, though there are

bright spots. The eastern auto mall area and the eastern gateway are attractive and successful. But the corridors overall have the feel of serving the automobile at the expense of the pedestrian. Along the western segments of the Truman and San Fernando corridors, a substantial number of commercial buildings and properties are vacant and underutilized, and many that are occupied do not contribute strongly to an attractive corridor appearance. The no-man's land of space at the intersection of Maclay Avenue and San Fernando Road – made worse by the dominance of parking lots along the back of the mall – makes for a large void at the crossroads of the city, and presents a missed opportunity to connect the City Center to the north with the San Fernando Mall to the south. Maclay Avenue also suffers from disinvestment amongst its hodge-podge of commercial and automobile-serving buildings and sites, interspersed by remnant single-family homes between Fourth and Eighth Streets. Between First and Fourth Streets, the City Center shows signs of recent investment with a few new development projects. With the exception of pockets such as the auto mall, the San Fernando Mall and the Library Plaza Development, the corridors are not as welcoming and attractive as they could be. Too many buildings are underutilized or unattractive, too many parking lots are visually dominant, there is too little landscaping and greenery, and there are too few pedestrian-oriented spaces.

The story of San Fernando's corridors mirrors that of many suburban communities across the United States, where the initial optimism of post-war planning led to the creation of continuous commercial zoning on arterial corridors. The evolution and



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



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

I. CONCLUSION

specialization of suburban retail development in the half century that followed, however, meant that active retail growth eventually focused elsewhere, such as power centers and regional malls at freeway interchanges. Instead of filling up with high value, active development, the commercial promise of the corridors remained unfulfilled and in some portions has worsened over time.

The city has many positive features that can serve as the basis for revitalization. The vision for revitalization and its tools for implementation that follow are intended to build on and accent the positive features that already exist within the community.

APPENDIX C
SAN FERNANDO CORRIDORS
OPPORTUNITIES AND CONSTRAINTS ANALYSIS
JANUARY 27, 2015





INTRODUCTION:

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

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

I. PLANNING CONTEXT

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

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



View of San Fernando Mall storefronts.



View of entrance to San Fernando Mall.



View of businesses along Truman Street.

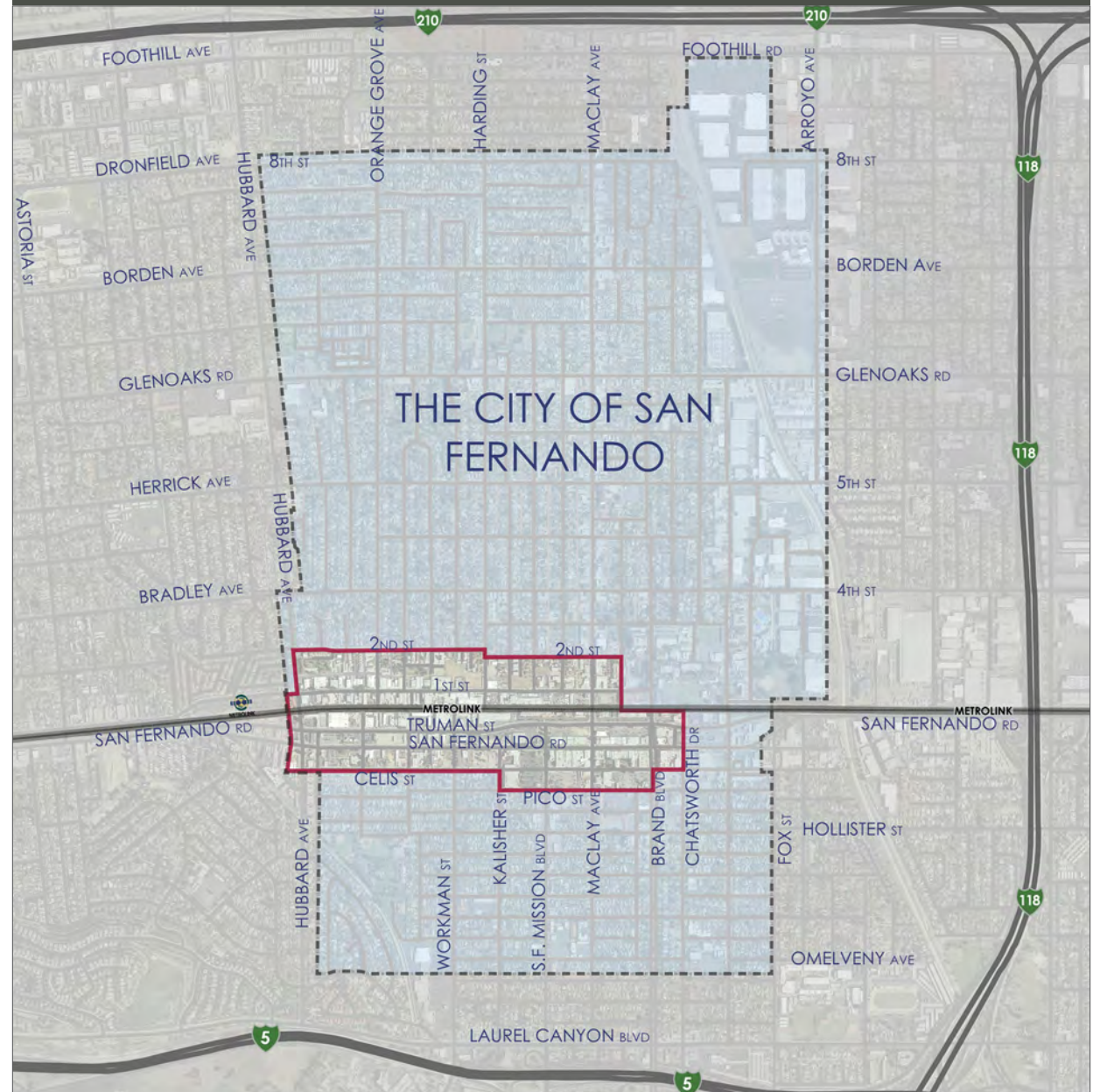
PLANNING AREA

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

Legend

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

FIG. 1: PLANNING AREA



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

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

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



WALKABLE

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



TRANSIT ORIENTED

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



MIXED-USED URBAN CENTER

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



TRANSITION AREAS

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



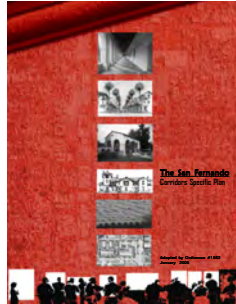
NEIGHBORHOODS

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

III. PLANNING CONTEXT

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

THE CORRIDORS SPECIFIC PLAN



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

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

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

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

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



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

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

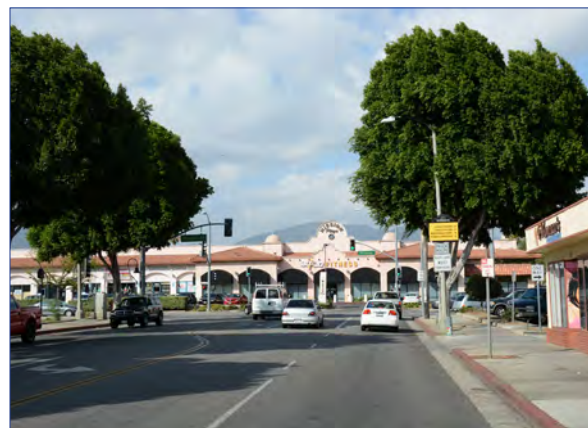
A large percentage of the Downtown District is also located in the Planning Area. The Downtown District is the “heart of the City” with a lively mix of retail, shopping, restaurants, entertainment, and services designed in a walkable, pedestrian-oriented format. Automobile-oriented uses and configurations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



View looking east along Truman Street.

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

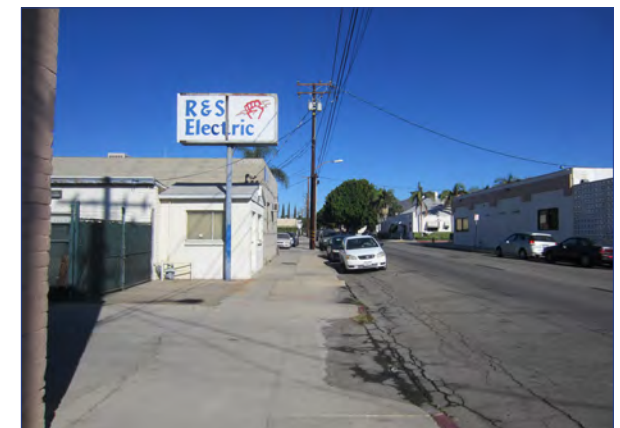
- **Support Commercial** is for commercial sales and industrial activity.
- **Workplace Commercial** provides a location for offices, professional services, and medical offices.
- **Mixed Use Transition** allows mixed use development with retail, office and residential uses. Development bonuses are provided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



View looking north up San Fernando Mission Boulevard.

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

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



View along First Street looking west.

III. PLANNING CONTEXT

SAN FERNANDO ZONING ORDINANCE

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

GENERAL PLAN

CITY OF SAN FERNANDO
REVISED GENERAL PLAN

Prepared For:
City of San Fernando
117 Marshall Street
San Fernando, California 91340-2993

Prepared By:
Castaneda & Associates
34041 Ventura Street, Suite 100
Tustin, California 92680

The City of San Fernando's General Plan, the City's guiding policy document for land use and transportation, was last comprehensively updated in 1987. The General Plan contains eight Elements: Land Use, Circulation, Housing, Open

Space/Conservation/Parks-Recreation, Safety, Noise, and Historic Preservation (added in 2005). The General Plan was amended in 2005 to include the San Fernando Corridors Specific Plan. In 2014, the City adopted the 2013-2021 Housing Element.

With the exception of the Housing and Historic Preservation Elements, the City's General Plan is out of date and lacks sufficient policy direction for both the City as a whole or the Planning Area. The Housing and Historic Preservation Elements are detailed documents that describe background information, programs, and policies for their specific topic. Given that the General Plan lacks specificity on other topics, there is little in the goals, policies, or programs that

will stand in the way of preparing an amendment of the *Corridors Specific Plan* to allow for Transit Oriented Development Overlay area.

LAND USE ELEMENT

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

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

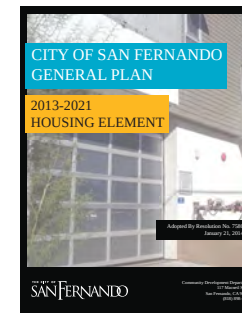
The objectives are:

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

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

The Land Use Element contains 13 land use designations in several broad categories: residential, commercial, industrial and other (which includes public/quasi-public uses and parks/landscaping). The highest intensity designation is High Density Residential, which allows housing between 17 and 43 dwelling units per acre. The commercial and industri-

al designations do not provide the allowable range of development intensity (in terms of Floor Area Ratio). Additionally, the 2005 update to the General Plan to include the San Fernando Corridors Specific Plan modified the land use designation in the majority of the Planning Area to "Specific Plan," thus referring land use intensities, vision, and policy to that document. Like many General Plans, the land use designations do not provide any information on the design character or intent of the designation for individual areas of the City. This leaves little guidance for the City to follow when approving development projects.



HOUSING ELEMENT

As prescribed by State law, the Housing Element contains detailed information on housing needs, constraints, opportunities as well as a housing plan. According to the Housing Element, 78 percent of the

housing stock in the City is single family homes, 19 percent is multi-family homes, and 2 percent is mobile homes. There are more owners than renters (55 to 45 percent) and the greatest percentage of renters is located in and around the Planning Area. There are also conditions of overcrowding, especially around the Planning Area.

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

The Housing Element also includes policies and implementation programs that are aimed at removing barriers to the provision of housing – especially affordable housing. These policies are generally in line with the vision of creating a transit-oriented district in the Planning Area. In particular, “Goal 2: Provide a range of housing types to meet community

needs” is supportive of higher intensity and mixed-use development.

HISTORIC PRESERVATION ELEMENT



The Historic Preservation Element was adopted in 2005, laying out background information, goals, policies and implementation programs to preserve the City’s unique history. Building on this history could be an important tool

during the development of a new transit-district since some of the most beautiful communities integrate new development alongside historic buildings.

The City contains a number of historic resources. A 2002 study identified that one property, the Lopez Adobe, is on the National Register of Historic Places,

seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the Element.

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

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



View of Maclay Avenue street improvements.



View of recently built housing along Maclay Street.



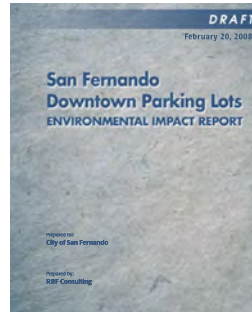
View of recently built housing along Park Street.

III. PLANNING CONTEXT

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

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

DOWNTOWN PARKING LOTS EIR



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

FINAL REPORT FOR SEWER MASTER PLAN



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

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT



LA Metro is currently conducting a study to improve transit service in the 11-mile corridor running from the Sylmar/San Fernando Metrolink Station to Van Nuys Station on the Metro Orange Line, along San Fernando Road and

Van Nuys Boulevard. The study commenced in 2011, and is currently in environmental review stage, with an updated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) scheduled to be released by late 2015, and final environmental clearance planned for 2015 or 2016. Service could be operational by 2018.



CALIFORNIA HIGH SPEED RAIL

The California High Speed Rail Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-

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

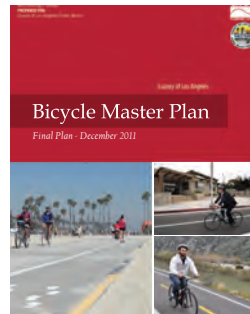
The High Speed Rail Authority is currently studying two alignment alternatives between Palmdale and Burbank:

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

CITY'S POSITION ON HIGH SPEED RAIL

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

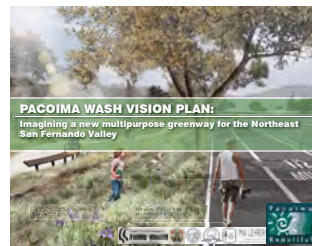
LOS ANGELES COUNTY BIKE MASTER PLAN



Prepared by the County of Los Angeles, the Los Angeles County Bike Master Plan was completed in December of 2011 for the County's Public Works Department. The Plan is a sub-element to the Transportation Element of the Los Angeles

County General Plan and proposes "a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County."

PACOIMA WASH VISION PLAN



The Pacoima Wash Vision Plan was prepared in 2008 by Mia Lehrer + Associates for the Los Angeles County Department of Public Health,

and Pacoima Beautiful – an environment health and justice non-profit that works in the Northeast San Fernando Valley. The goal of the plan is to generate a vision and encourage "community-based action toward the creation of new recreational amenities and a multi-use path" connecting the communities of Sylmar, San Fernando, and Pacoima. In total, the Plan calls for 3.2 miles of landscaping, recreational facilities, and a new Class I bike trail that will provide

connectivity to the recently completed Mission City Class I bike trail, which also connects to the Sylmar/San Fernando Metrolink Station, as well as to the Angeles National Forest, where the Pacoima Wash greenway terminates.

PACOIMA WASH GREENWAY MASTER PLAN

Pacoima Wash Greenway Master Plan



The Pacoima Wash Greenway Master Plan was prepared in 2004 for the City of San Fernando by the 606 Studio, a consortium of faculty and

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

IV.

BLOCKS AND STREET NETWORK

BLOCK STRUCTURE

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



Shallow blocks between San Fernando Road and Truman Street.

STREET NETWORK

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

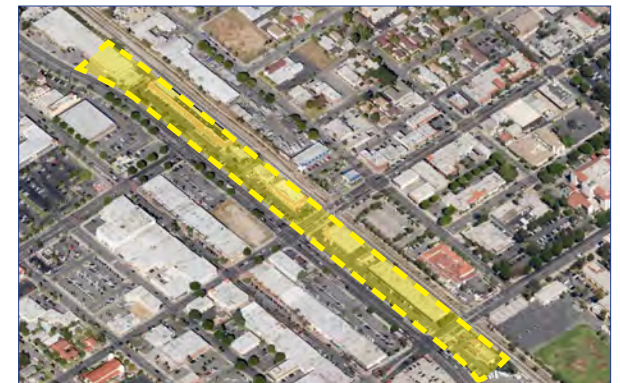
- **Maclay Avenue.** Maclay Avenue north of First Street and south of Truman Street is lined primarily by one-story buildings built to the back of and accessed from the sidewalk. Between Truman Street and First Street, standalone buildings are setback from the sidewalk with parking or landscape between the building and the sidewalk. Buildings are occupied primarily by retail, food-related, and office uses.
- **Truman Street.** Truman Street east of Workman Street is lined by a number of surface parking lots – including several City-owned lots – and



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

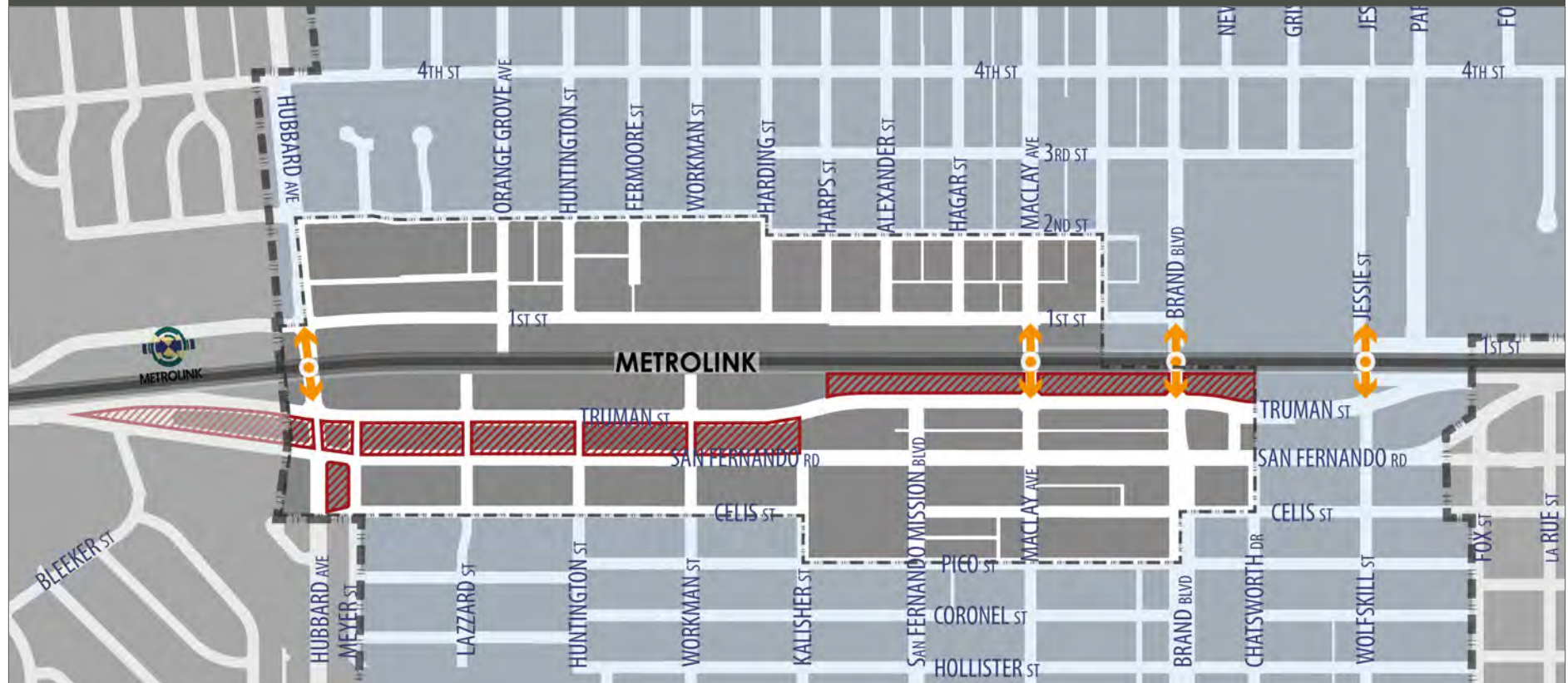
by one-story, standalone buildings and strip centers that are separated from the sidewalk by parking. West of Workman Street, Truman Street is lined by one-story buildings with a range of setbacks, many of which are built right to the back of the sidewalk. Buildings east of Kalisher Street are occupied primarily by retail, food-related, and office uses. Buildings west of Kalisher Street are occupied primarily by light industrial and auto-related uses.

- **San Fernando Road.** San Fernando Road consists of two segments. East of San Fernando Mission Boulevard is the San Fernando Mall where buildings are primarily one-story with ground floor storefronts built right up to the back of the sidewalk and are occupied by retail and food-related uses. San Fernando Road west of San Fernando Mission Boulevard is lined by parking lots, and with a few exceptions, by



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

FIG. 2: EXISTING BLOCK NETWORK



Legend

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

IV. BLOCK AND STREET NETWORK

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

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

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

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

STRENGTHS / OPPORTUNITIES

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

WEAKNESSES / CONSTRAINTS

- Shallow blocks (about 120 ft. deep) between Truman Street and San Fernando Road are more of a challenge to develop, especially for multi-family housing.
- There are few connections over the railroad tracks. Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Wolfskill Street are the only ways to cross from one side of the tracks to the other. Grade-separated road crossings associated with the at-grade High Speed Train (HST) alignment could potentially block Truman Street at these crossings. However, a pedestrian bridge over

the railroad tracks at or near Workman Street would connect the neighborhoods to the north to Downtown.

- North of the First Street, five of the six north-south running streets between Harding Street and Hubbard Avenue do not extend down to First Street, reducing the number of routes from the neighborhoods north of Second Street to the Metrolink Station.
- The Metrolink Station is located on the north side of the tracks with access from the Planning Area via Hubbard Avenue, which currently provides an uninviting and unaccommodating environment for pedestrians. South of the railroad tracks it is lined by buildings that are separated from the sidewalk by parking lots; along the west side of the street between First and Second Streets, it is lined by sound walls. Street trees are missing and there are no clues to alert Metrolink patrons that the station is just around the corner.
- Other than along the San Fernando Mall, streets are wide with posted speed limits of 35 mph – a speed that is not conducive to a pedestrian environment.

FIG. 3: EXISTING STREET NETWORK



Legend

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



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



View of Maclay Avenue north of First Street.

IV. BLOCK AND STREET NETWORK

SAN FERNANDO ROAD

EXISTING CONDITIONS

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

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

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

SAN FERNANDO CORRIDORS SPECIFIC PLAN

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

- **Mixed-Use Center.** Enable this portion of the city to serve a broader mix of uses, including residential, retail, and live-work, as well as its already existing commercial services.

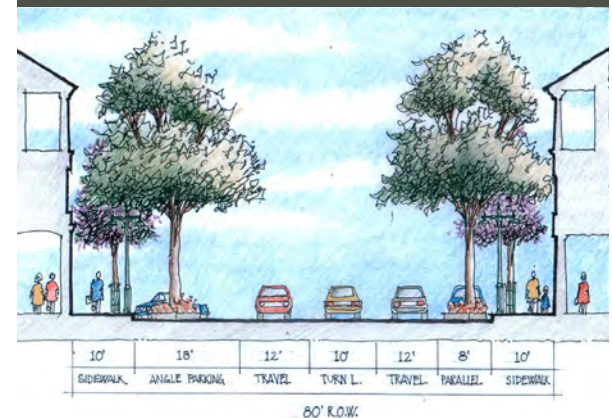
- **Pedestrian Environment.** Broad sidewalks planted with new shade trees that alternate with palms will create a unique neighborhood feel.
- **Increased parking.** Angled parking spaces provide additional parking for new businesses and services
- **Transition / Extension of San Fernando Mall.** Angled parking narrows the street, slowing traffic, and provides an appropriate transition into the San Fernando Mall. Extending the pedestrian-friendly street character of the mall will help define this infill district
- **Create Gateways.** Define entrance to San Fernando from Sylmar, using large-scale prominent architectural features, that convey he message of urbanity and history.

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

ESFV TRANSIT CORRIDOR PROPOSAL

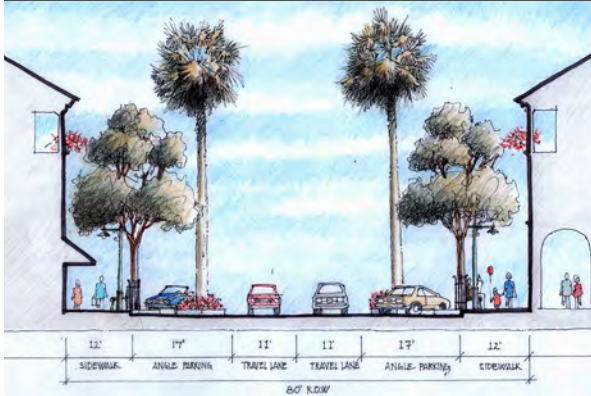
The ESFV Transit Corridor Alternative along San Fernando Road proposes a Tram that shares lanes with automobiles.

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



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

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



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

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



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

STRENGTHS / OPPORTUNITIES

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

WEAKNESSES / CONSTRAINTS

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

IV. BLOCK AND STREET NETWORK

TRUMAN STREET

EXISTING CONDITIONS

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

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

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

SAN FERNANDO CORRIDORS SPECIFIC PLAN

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

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

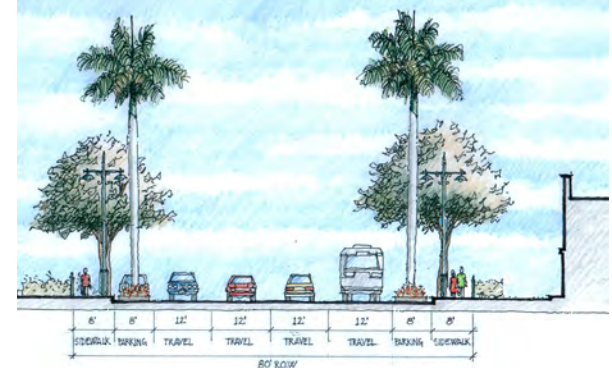
The *Corridors Specific Plan* provides standards for

the improvement of Truman Street along its entire length through the Planning Area, as shown Figure 7 and Figure 8. These improvements have not been implemented.

ESFV TRANSIT CORRIDOR PROPOSAL

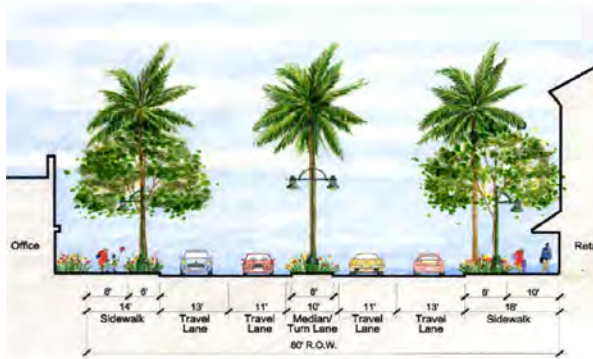
The ESFV Transit Corridor alternative along Truman Street proposes Bus Rapid Transit (BRT) along the curbside lanes, maintaining the existing configuration of Truman Street.

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



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

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



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

STRENGTHS / OPPORTUNITIES

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

WEAKNESSES / CONSTRAINTS

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

IV. BLOCK AND STREET NETWORK

MACLAY AVE

EXISTING CONDITIONS

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

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

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

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

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

SAN FERNANDO CORRIDORS SPECIFIC PLAN

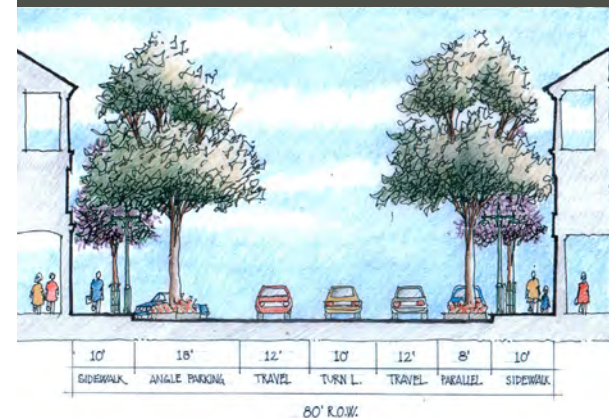
The *San Fernando Corridors Specific Plan's* design objectives for Maclay Avenue are:

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

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

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

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



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

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



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

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



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

STRENGTHS / OPPORTUNITIES

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

WEAKNESSES / CONSTRAINTS

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

V. BUILDING PLACEMENT AND FRONTAGE

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

BUILDING PLACEMENT

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

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

The building placement pattern west of San Fernando Mission Boulevard along both San Fernando Road and Truman Street is more dispersed, with many buildings being separated from the sidewalk and from each other by parking lots. This pattern is also present along Hubbard Avenue. There are, however, a number of buildings along Truman Street that are placed right up to the sidewalk with parking to the side. Nevertheless, the lack of a consistent streetwall

and sporadic street trees results in an environment that is unappealing to pedestrians and creates a noticeable gap between the San Fernando Mall and the Metrolink Station.

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

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

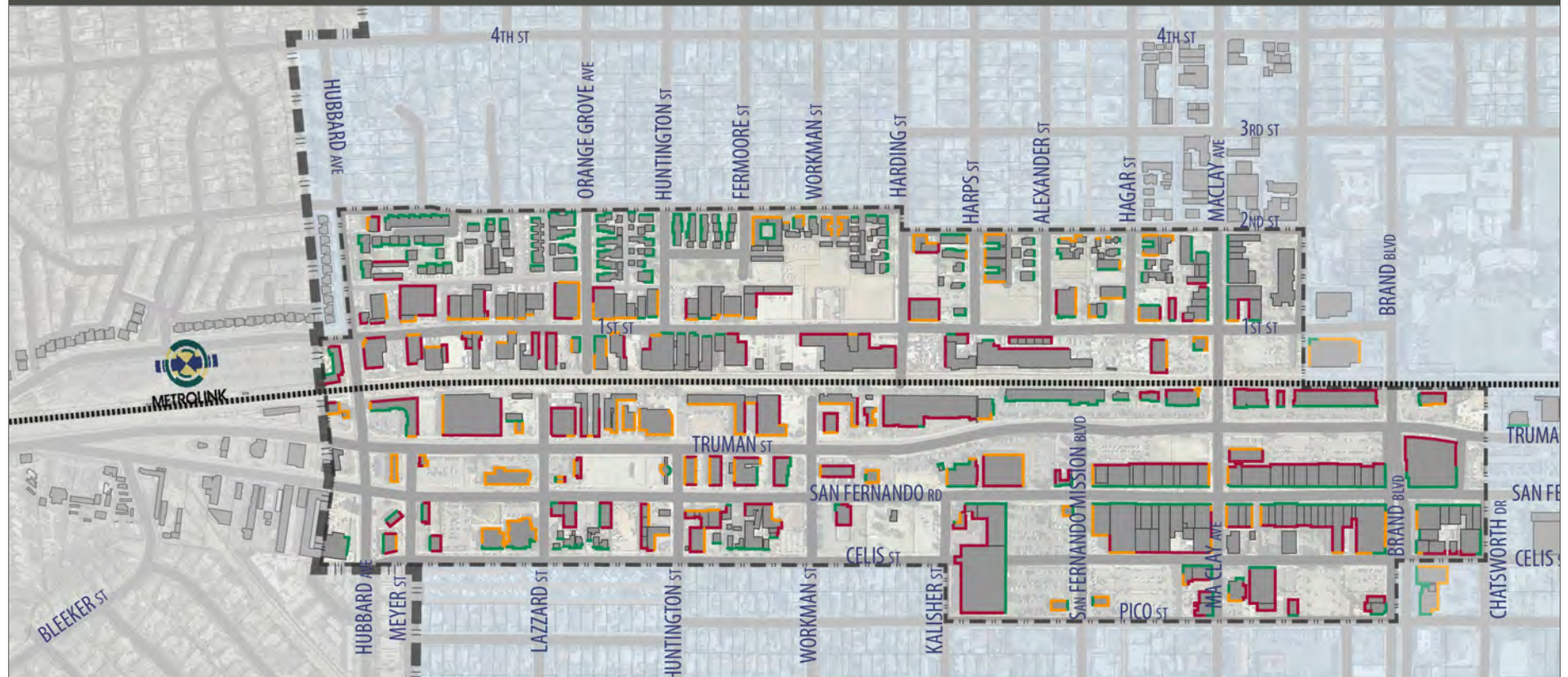
BUILDING FRONTS AND BACKS

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

STRENGTHS / OPPORTUNITIES

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

FIG. 12: BUILDING PLACEMENT AND FRONTS / BACKS



Legend

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



Pedestrian oriented buildings along the Mall.



Caption.

VI. LAND USE

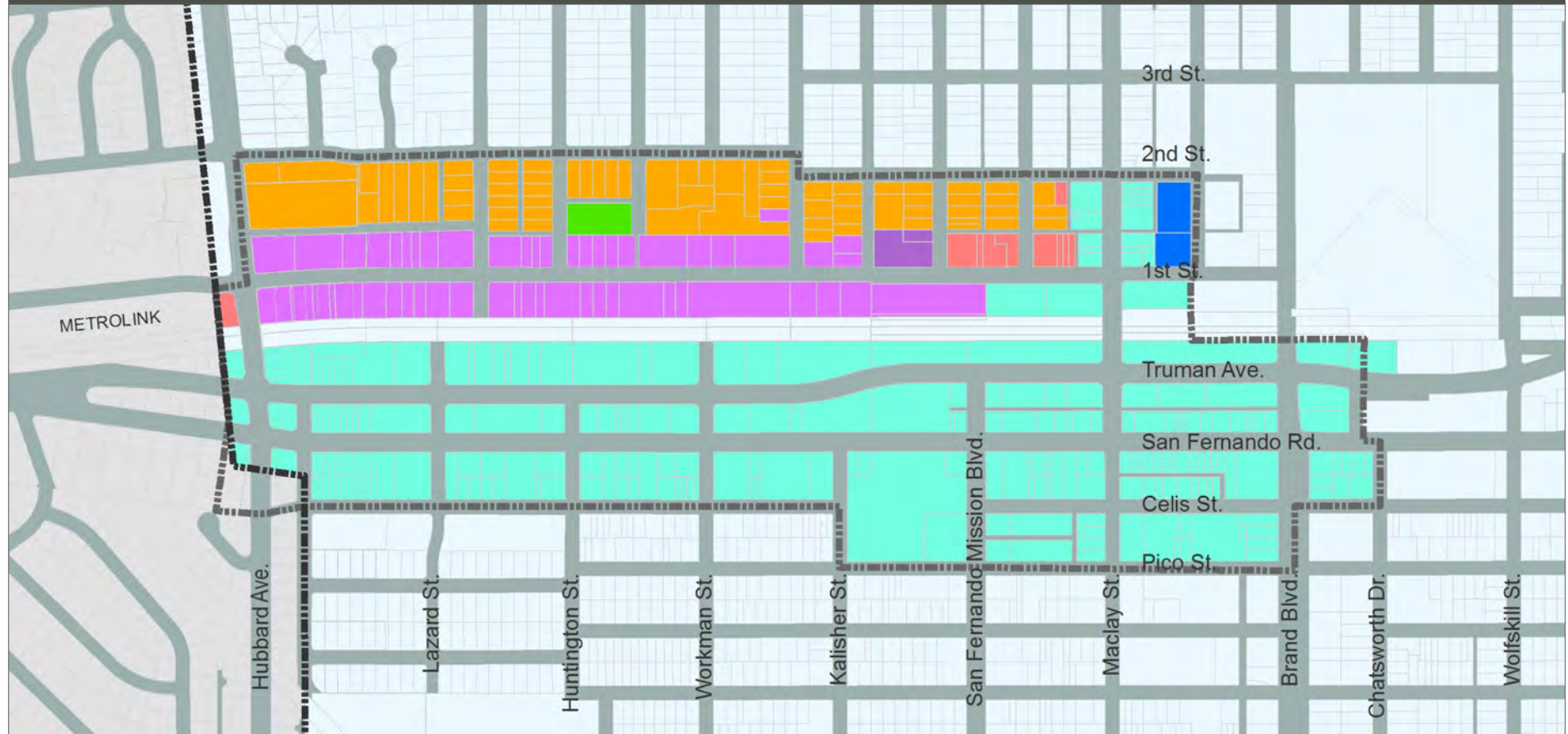
GENERAL PLAN LAND USE

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

TABLE 1: GENERAL PLAN LAND USE

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

FIG. 13: GENERAL PLAN LAND USE



Legend

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

EXISTING ZONING

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

CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS AND GUIDELINES

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

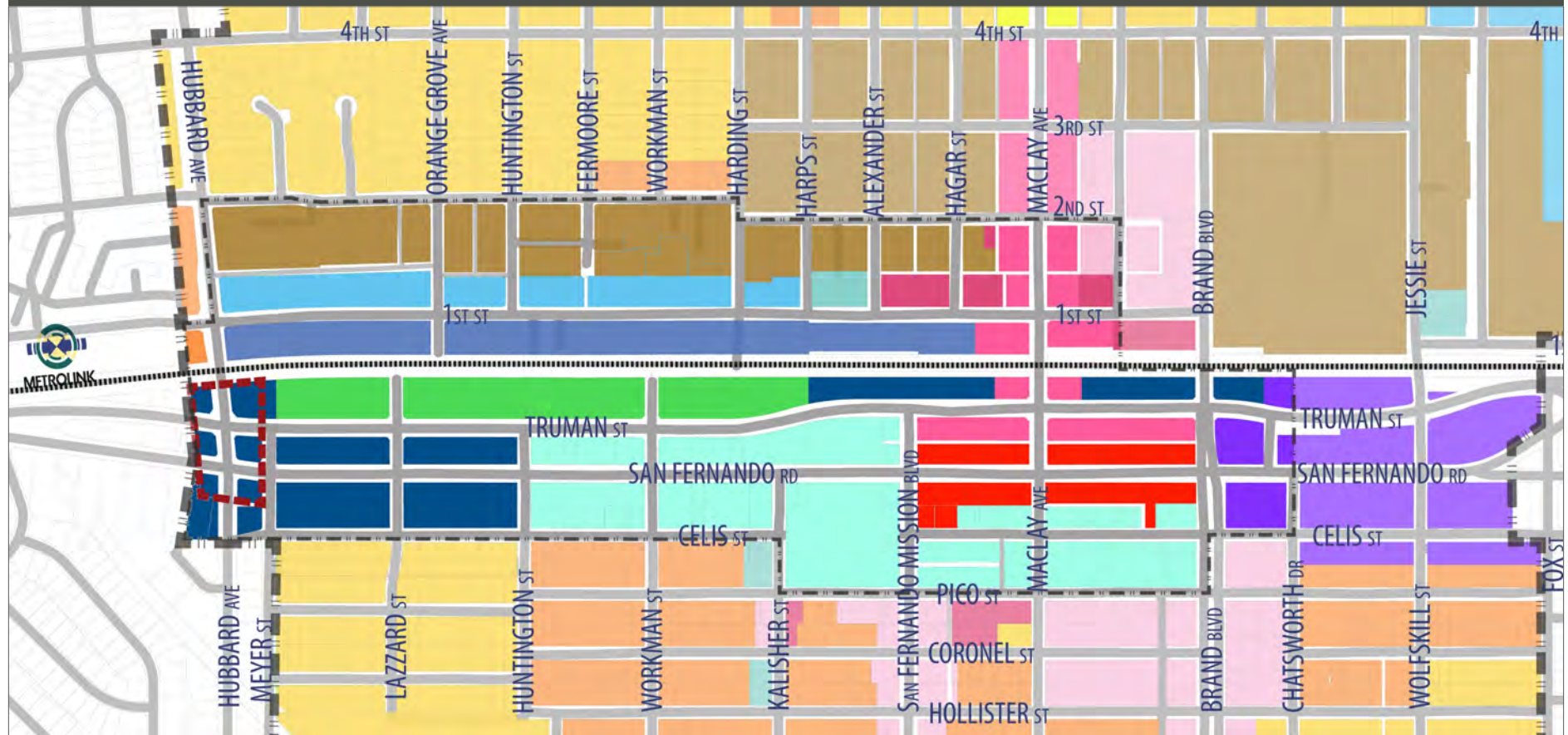
STRENGTHS / OPPORTUNITIES

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

WEAKNESSES / CONSTRAINTS

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

FIG. 14: EXISTING ZONING



Legend

San Fernando Corridors Specific Plan

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

San Fernando Zoning Ordinance

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

VI. LAND USE

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS

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

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

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

VI. LAND USE

TABLE 2: CORRIDORS SPECIFIC PLAN DEVELOPMENT STANDARDS

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

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

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

VI. LAND USE

SAN FERNANDO ZONING ORDINANCE

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

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS

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

STRENGTHS / OPPORTUNITIES

- The Multiple Family (R-3) zone's building height, lot size, and setback requirements are appropriate for multi-family buildings located next to a single family neighborhood. Consideration should be given to increasing the density, especially for lots over a certain width and increasing the lot coverage percentage to 50 percent. Such increases will need to be calibrated with parking in order

to ensure that on-site parking is appropriately screened from the street.

WEAKNESSES / CONSTRAINTS

- The Limited Industrial (M-1) and Light Industrial (M-2) zones do not permit residential uses. Residential uses, if introduced along First Street as part of this Specific Plan amendment, could potentially be incompatible with existing light industrial uses that occupy the buildings and parcels along First Street. Amendments to the zoning to allow residential uses will need to take into account this potential conflicts.

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)

	<i>Commercial (C-2)</i>	<i>Limited Industrial (M-1)</i>	<i>Light Industrial (M-2)</i>
Purpose			
	<i>Provides areas for commercial uses which offer a wide range of goods and services including facilities for shopping, convenience goods and services, professional offices and recreation for the community. Allowed uses are intended to promote an environment which will encourage maximum efficiency of the commercial area with maximum protection for nearby property and property values.</i>	<i>Provides areas for the location and operation of light manufacturing and related services and uses. This division is designed to promote the effective operation of light manufacturing uses and to increase their compatibility within this district and with adjacent land uses. It is also intended to provide for those uses which are supportive of or provide a direct service to the permitted industrial uses.</i>	<i>Provides an area for a variety of industrial activities operating under development standards designed to limit impacts on surrounding land uses.</i>
Intensity			
Density	• n/a	• n/a	• n/a
Lot Size and coverage			
Min. Lot Area	• 5,000 sf.	• 10,000 sf.	• 10,000 sf.
Min. Lot Width	• not specified	• not specified	• not specified
Min. Lot Depth	• not specified	• not specified	• not specified
Max. Lot Coverage	• 60 percent	• 60 percent	• 60 percent
Height			
Max.	• 45 ft.	• 45 ft.	• 45 ft.

VI. LAND USE

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)

	<i>Multiple Family (R-3)</i>	<i>Limited Commercial (C-1)</i>
Setbacks		
<i>Front and Side Street</i>	• 20 ft.	• 10 ft.
<i>Side</i>	• 5 ft. • Detached accessory structure: 3 ft.	• 5 ft.
<i>Rear</i>	• 20 ft. • Detached accessory structure: 3 ft.	• 10 ft.
<i>Parking Lots / Structures</i>	• 20 feet from the ultimate street right-of-way	
Open Space		
	<u>Common Area:</u> • 4 units or more: 1,000 sf min. or 100 sf / unit, whichever is greater. • Min. dimension: 25 feet. <u>Private Open Space:</u> • 4 or more units: 150 square feet per unit in addition to other required yards and spaces. • Min. dimension: 10 ft.	• n/a

TABLE 3: CITY ZONING ORDINANCE DEVELOPMENT STANDARDS (CONT'D)

	<i>Commercial (C-2)</i>	<i>Limited Industrial (M-1)</i>	<i>Light Industrial (M-2)</i>
<i>Setbacks</i>			
<i>Front and Side Street</i>	• 10 ft.	• 10 ft.	• 10 ft.
<i>Side</i>	• 5 ft.	• 10 ft.	• 10 ft.
<i>Rear</i>	• 19 ft.	• 10 ft.	• 10 ft.
<i>Parking Lots / Structures</i>			
<i>Open Space</i>			
	• n/a	• n/a	• n/a

VI. LAND USE

EXISTING LAND USE

Existing land use within the Planning Area is varied, with over a dozen different types of uses. The pre-dominant use is commercial, accounting for almost 40% of the total Planning Area (including services and food retail). The majority of the commercial uses are found southwest of the railroad tracks, along Truman Street, San Fernando Road, and Maclay Avenue. These streets form the city's downtown commercial retail district. With the exception of the large properties at the intersection San Fernando Road and Mission Boulevard (El Super shopping center), the majority of the commercial parcels are small (less than an acre in size) and narrow.

The second most prevalent land use within the Planning Area is industrial, comprising roughly a quarter of the total Planning Area. Both sides of the Metrolink tracks are lined with industrial uses. Typical uses are warehousing, storage, auto repair shops, and light industrial (for example, a silkscreen shop or a wood design business).

With a total of only 15 acres and 70 parcels, residential uses are a minority presence in the Planning Area. Residential buildings are concentrated in the northern part of the area, between Hubbard Avenue and Maclay Avenue. Dwellings are primarily 1 to 2-story multi-family apartment buildings and courtyard housing. Accounting for just less than 3% of the Planning Area There is only one institutional use, the Northeast Valley Health Corporation a major health care facility that occupies the block bounded by Meyer Street, Lazard Street, Celis Street, and San Fernando Road. The railroad tracks used by the

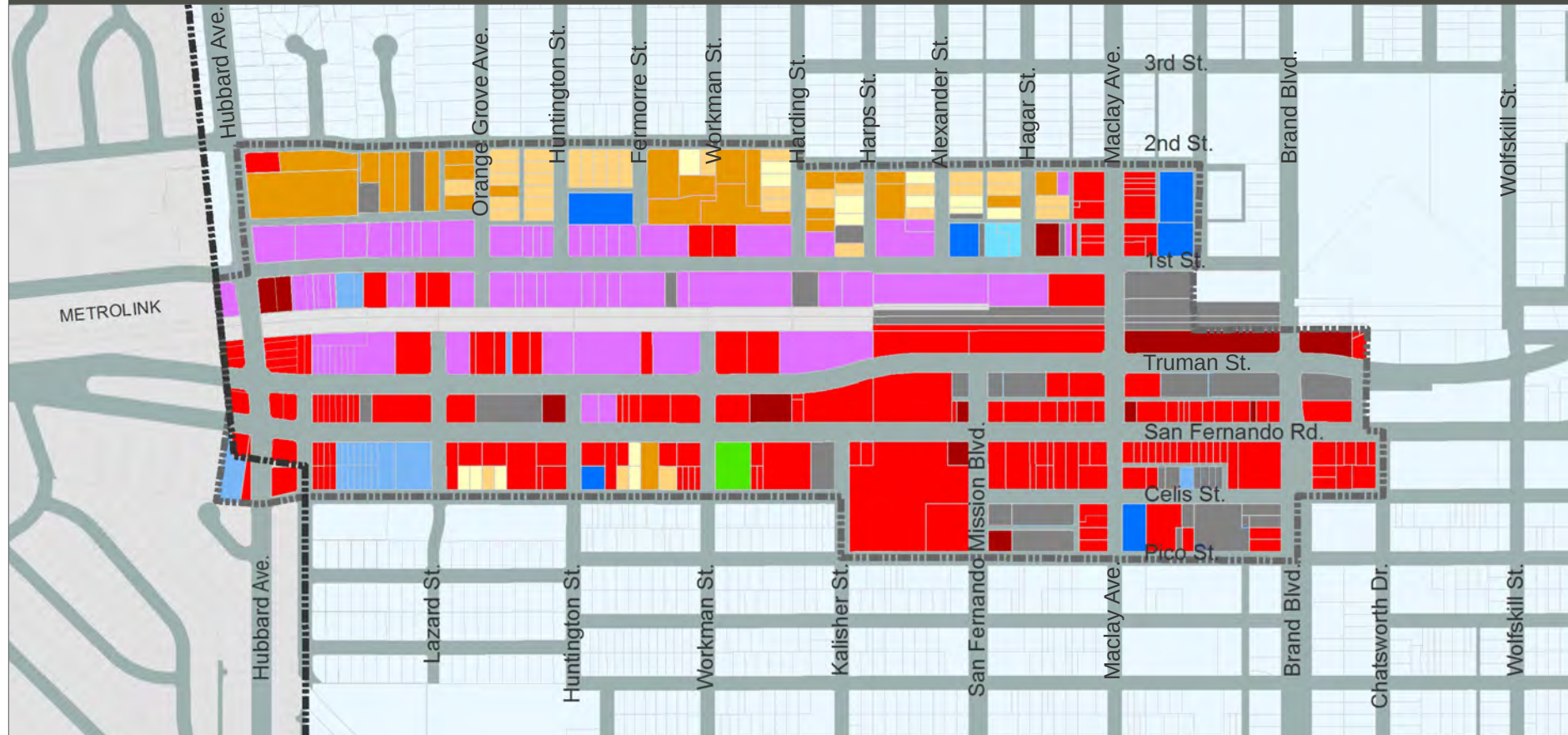
Metrolink tracks neatly bisect the Planning Area in two, covering seven acres with an average right-of-way width of 60 feet.

See Section III (Land Use and Ownership Survey) for a parcel by parcel description of existing land uses.

TABLE 4: EXISTING LAND USES

Existing Land Use	Area (Acres)	Percent of Project Area
Single Family Residential	2.2	2%
2-, 3-, or 4-Unit Residential	5.4	5%
5 or More Unit Residential	7.2	6%
Commercial, Retail, Services	38.6	35%
Food Retail	4.2	4%
Health Care Facilities	0.2	0%
Office	3.4	3%
Industrial	24.4	22%
Parking	9.3	8%
Government or Institutional	9.1	8%
Utilities or Miscellaneous	6.8	6%
Recreational Facilities	0.7	1%
Total	111.5	100%

FIG. 15: EXISTING LAND USES



Legend

Single-Family Residential	Food Retail	Industrial
Two, Three, or Four-Unit Res.	Recreational Facilities	Parking
Five or More Unit Residential	Health Care Facilities	Government or Institutional
Commercial, Retail, & Services	Office	Utilities or Misc

VII. COMMUNITY ASSETS

There are a whole variety of community assets within and near the Planning Area, including schools, parks, places of worship, historic resources, transit, and Downtown San Fernando (see Figure 2).

PARKS

Layne Park is the only park within the Planning Area. Located between Huntington Street and Fermoore Street north of the railroad tracks, it provides a playground, a half-court basketball court, picnic tables, and an informal turf area. In addition, there are a number of parks located within walking distance of the Planning Area:

- Rudy Ortega Park, located at Hubbard Avenue and Fourth Street, consists of walking trails that wind through open spaces landscaped with drought tolerant plants and trees. Focal points include a simulated Tataviam tribe village, a Japanese tea house, a Mission style plaza, a small amphitheatre, and the restoration of a historic water tower.



View of Layne Park.

- Las Palmas Park, located at Huntington Street and Hollister Street, provides four baseball fields, a playground, six outdoor basketball courts, an indoor gymnasium, multi-purpose rooms, an outdoor fitness area, and picnic areas with public barbecues.
- Recreation Park, located at First Street and Park Avenue, provides an indoor gymnasium, a softball field, a playground, and outdoor basketball court, two outdoor fitness areas, and picnic areas with public barbecues.
- The San Fernando Regional Pool Facility, operated by the County of Los Angeles, is a state of the art pool facility built in 2008. The 3-acre venue facility is open to the public and offers year around programming.
- Cesar E. Chavez Memorial, located on the corner of Truman Street and Wolfskill Street, honors the legacy of civil rights leader Cesar E. Chavez. The park consists of four separate art pieces, a mural, and a fountain placed in a park setting.



View of the San Fernando Regional Pool Facility

SCHOOLS

There is one charter school (PUC Inspire Charter), located at the corner of Celis Street and Huntington Street. Also, there is one private school (St. Ferdinand's School) and one public school (San Fernando Middle School) within walking distance of the Planning Area.

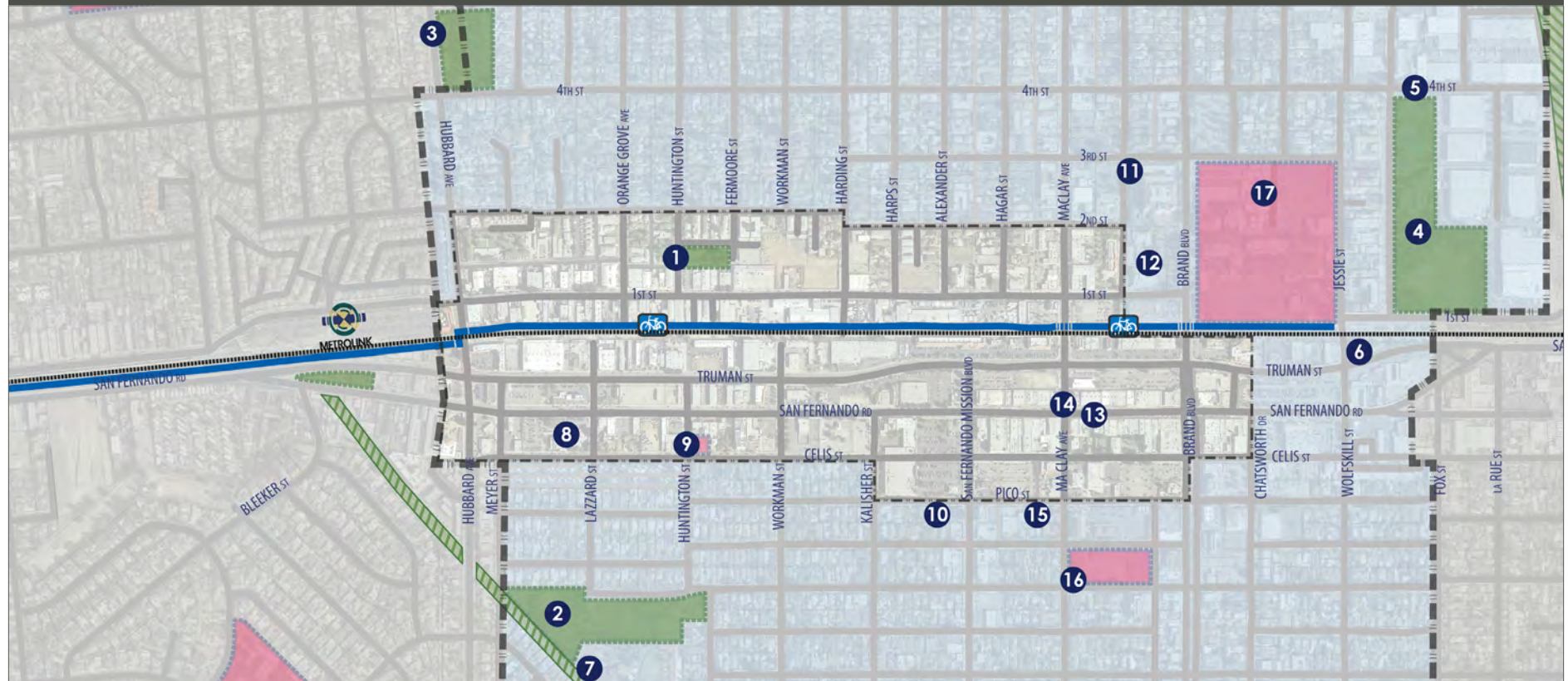
TRANSIT

The Planning Area is well served by an extensive transit network, including: Metrolink service between Lancaster and Union Station; Metro Local and Rapid Line bus service along Truman Street, San Fernando Mission Boulevard, and Brand Boulevard; LADOT Commuter Express service to LAX/El Segundo; and the San Fernando Trolley, which provides daytime service throughout the City of San Fernando. In addition, the San Fernando Road Bike Trail runs adjacent to the railroad right-of-way.



View of a San Fernando Trolley in front of City Hall.

FIG. 16: COMMUNITY ASSETS



LEGEND

- | | | | |
|--|--|--|--------------------------------------|
|  Existing Schools | 1 Layne Park | 8 Northeast Valley Health Corporation | 15 Lopez Adobe |
|  Existing Parks/Open Space | 2 Las Palmas Park | 9 PUV Inspire Charter School | 16 St Ferdinand School |
|  Planned Open Space/Greenways | 3 Rudy Ortega Park | 10 Valley Care San Fernando Clinic | 17 San Fernando Middle School |
|  Class I Bike Trail | 4 Recreational Park | 11 San Fernando Courthouse | |
|  Metrolink Station | 5 San Fernando Regional Pool Facility | 12 San Fernando City Hall | |
| | 6 Ceasar E. Chavez Memorial | 13 San Fernando Mall | |
| | 7 Poverllo of Assisi Retreat | 14 "Downtown" San Fernando | |

VII. COMMUNITY ASSETS

PLACES OF WORSHIP

The only place of worship within the Planning Area is the Lighthouse Christian Center, located on the corner of First and Alexander Streets. Within a quarter mile walking distance are no less than six churches: St. Ferdinand's Catholic Church, Living Hope Community Church, First Baptist Church, Calvary United Pentecostal Church, Church of the Nazarene, and Park Chapel African Methodist Episcopal Church.

HISTORIC RESOURCES

The City contains a number of historic resources. A 2002 study found that one property, the Lopez Adobe, is on the National Register of Historic Places, seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the 2005 Historic Preservation Element.



View of St. Ferdinand's Church.

DOWNTOWN

Downtown's commercial, restaurant, and services offerings along Maclay Avenue and San Fernando Road provide an important destination right in the Planning Area.

CIVIC CENTER AND CITY-OWNED LOTS

A total of 18 parcels (nine acres in size) are owned by the City and other government entities within the Planning Area. These are mostly public surface parking lots, available for tourists and shoppers looking to park and walk through the downtown retail district. They are strategically located behind private commercial properties, allowing users to park in close proximity to businesses. However, the opportunity exists for redeveloping these surface lots with structured parking and/or other higher intensity development, should the City wish to take advantage of its assets.



View of Lopez Adobe.

The Civic Center consisting of City Hall and the Council Chambers, the Police Department, and the San Fernando Courthouse are located north of the railroad tracks between the railroad right-of-way and Second Street. In addition, the City owns Layne Park, a public park located amongst the residential properties on Huntington Street. As of the writing of this report, the City was in the process of selling two former city-owned fire stations including one that is located within the Planning Area on First Street.



View of a City-owned parking lot.

STRENGTHS / OPPORTUNITIES

- The presence of one park within the Planning Area and multiple parks within a quarter mile walking distance in almost all directions of the Planning Area mean that there is no need for a large park within the Planning Area. Small informal pocket parks, paseos, and plazas – even ones as small as Library Plaza (along Maclay Avenue just south of Third Street) are assets to the Planning Area.
- Existing and proposed transit within the Planning Area makes the Planning Area well connected to the region. Making access to transit more appealing – especially the route to the Metrolink Station via Hubbard Avenue – providing comfortable places to wait for transit and ample bicycle parking, should make transit more appealing to ride.
- Building on San Fernando's history could be an important tool for developing a new transit-oriented district – some of the most beautiful communities integrate new development alongside historic buildings.
- The City-owned parking lots provide opportune locations for introducing infill development. Indeed, the City has already studied this strategy in the *Downtown Parking Lots EIR* that examined the impacts of introducing development on six of the City's parking lots.
- Some of the City-owned parking lots – particularly parking lots #3, #8, and #10 – could also be used for future park-once garages, especially if the other parking lots are infilled with development. Under all scenarios studied by the *Downtown Parking Lots EIR*, all displaced parking spaces were replaced on site. A future park-once garage would provide a location for accommodating these displaced parking spaces. Development of parking lot sites could pay a parking in lieu fee to cover the cost of building a garage structure at an alternate site within walking distance. Accordingly, consideration should be given to allowing park-once garages on these parcels in the T.O.D. Overlay Zone Planning Area.

VIII. INFILL POTENTIAL

There are a number of parcels within the Planning Area that provide opportunities for accommodating infill development. These include vacant parcels, surface parking lots, and underutilized parcels (commercial or industrial properties that have very small buildings on them). The Corridors Specific Plan has categorized these according to high potential for beneficial change and moderate potential for beneficial change (see Figure 17).

Since the adoption of the *Corridors Specific Plan*, a number of these parcels have been developed, have projects proposed for them, or, at the time of this writing, have projects under construction on them. These include:

- The J.C. Penney Mixed-Use building on the southside of the San Fernando Mall at the corner of San Fernando Road and San Fernando Mission Boulevard.
- Chipotle and Wingstop restaurants on the southwest corner of Maclay Avenue and Truman Street.
- Housing on the parcels between Fermoore Street and Workman Street just south of Second Street.

The rest of the parcels identified for change by the *Corridors Specific Plan* are still suitable for accommodating infill.

In addition, as identified in the *Downtown Parking Lots EIR*, six of the City's parking lots have been studied to accommodate infill development – up to 272

residential units and 62,000 square feet of retail and restaurant space – although none of these have been built. In 2014, the City's Successor Agency obtained State Department of Finance approval of its Long Range Property Management Plan that facilitates future redevelopment of all six of the parking lots identified in Downtown Parking Lots EIR including consideration of possible mixed-use/infill development projects.

SCAG GROWTH PROJECTIONS

As part of its Regional Transportation Plan, the Southern California Association of Governments (SCAG) regularly updates their regional growth projections and assigns growth in households, population and employment to each jurisdiction. The 2012-2035 SCAG growth projection predicts that San Fernando will grow from 23,600 people in 2008 to 25,500 people in 2035, from 5,900 households to 6,600 households, and from 15,000 to 15,900 jobs. These are very modest growth levels for the City and, given the land use patterns, the majority of this growth could occur in the Planning Area.

As part of its long range planning process, SCAG also assigns the City of San Fernando its share of the Regional Housing Needs Allocation (RHNA), which is currently 217 total units. According to the 2013-2021 Housing Element, the majority of new residential development will occur within the *Corridors Specific Plan* area. Per the *Corridors Specific Plan*, the Specific Plan area could potentially accommodate up to 587 residential units, of which 442 could be located in the Truman/San Fernando District.

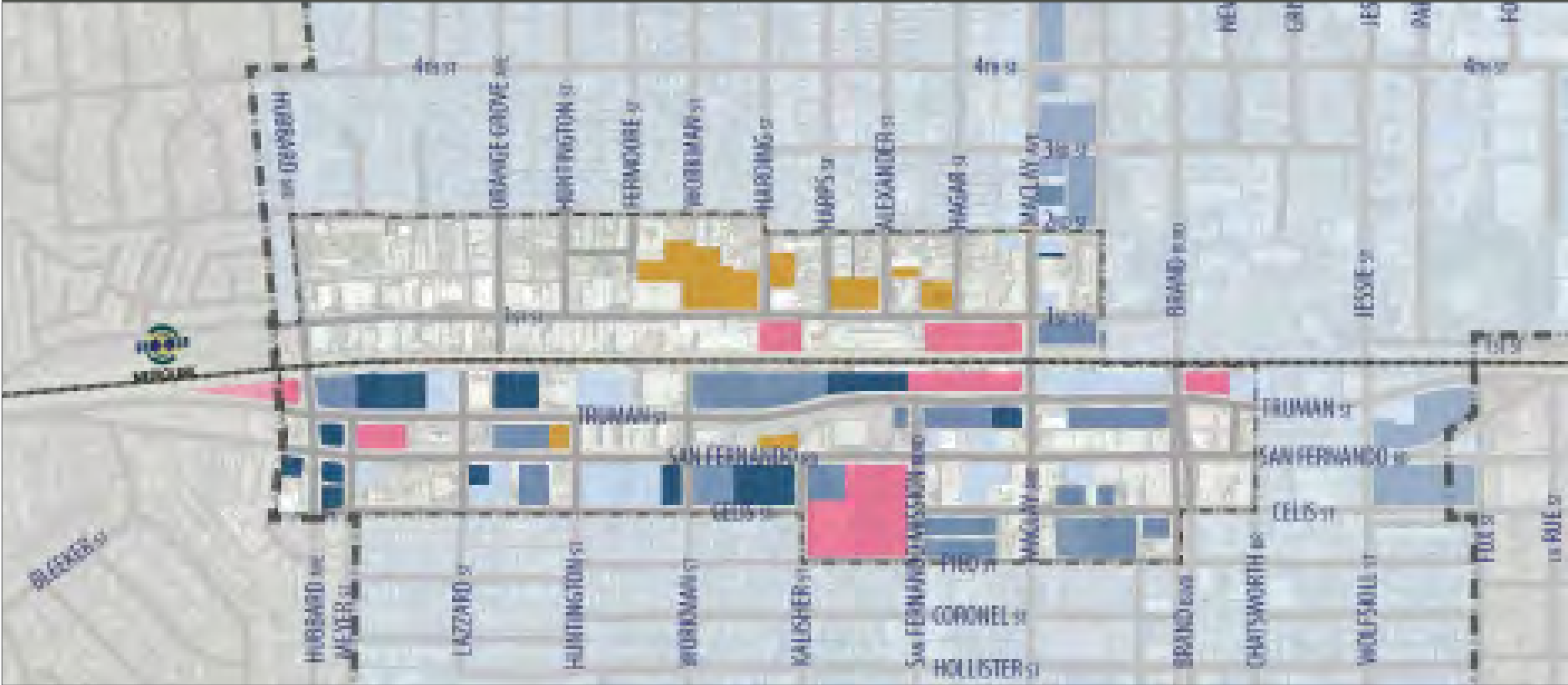


View of a new restaurant building under construction on the corner of Truman Street and Maclay Avenue.

STRENGTHS / OPPORTUNITIES

- The abundance of vacant and underutilized parcels within the Planning Area create an environment that is hostile to pedestrians. A continuous line of buildings that are built at the front of the lot and face and are accessed from the sidewalk are key to generating an environment that promotes walking. This pattern is present along Maclay Avenue north of First Street and along the San Fernando Mall, but is largely absent along San Fernando Road and Truman Street west of San Fernando Mission Boulevard. Infilling these parcels – especially along San Fernando Road – will create a walkable connection between Downtown and the Metrolink Station.

FIG. 17: OPPORTUNITIES FOR CHANGE



Legend

- | <i>Per this Opportunities & Constraints Analysis</i> | <i>Per San Fernando Corridors Specific Plan</i> |
|--|--|
| High Potential for Beneficial Change
(vacant parcels or vacant buildings) | High Potential for Beneficial Change,
(including land use or building stock) |
| Moderate Potential for Beneficial Change
(underutilized land) | High Potential for Beneficial change,
(including public parking and underutilized lots) |
| | Moderate Potential for Beneficial Change,
(including land use or building stock.) |

VIII. INFILL POTENTIAL

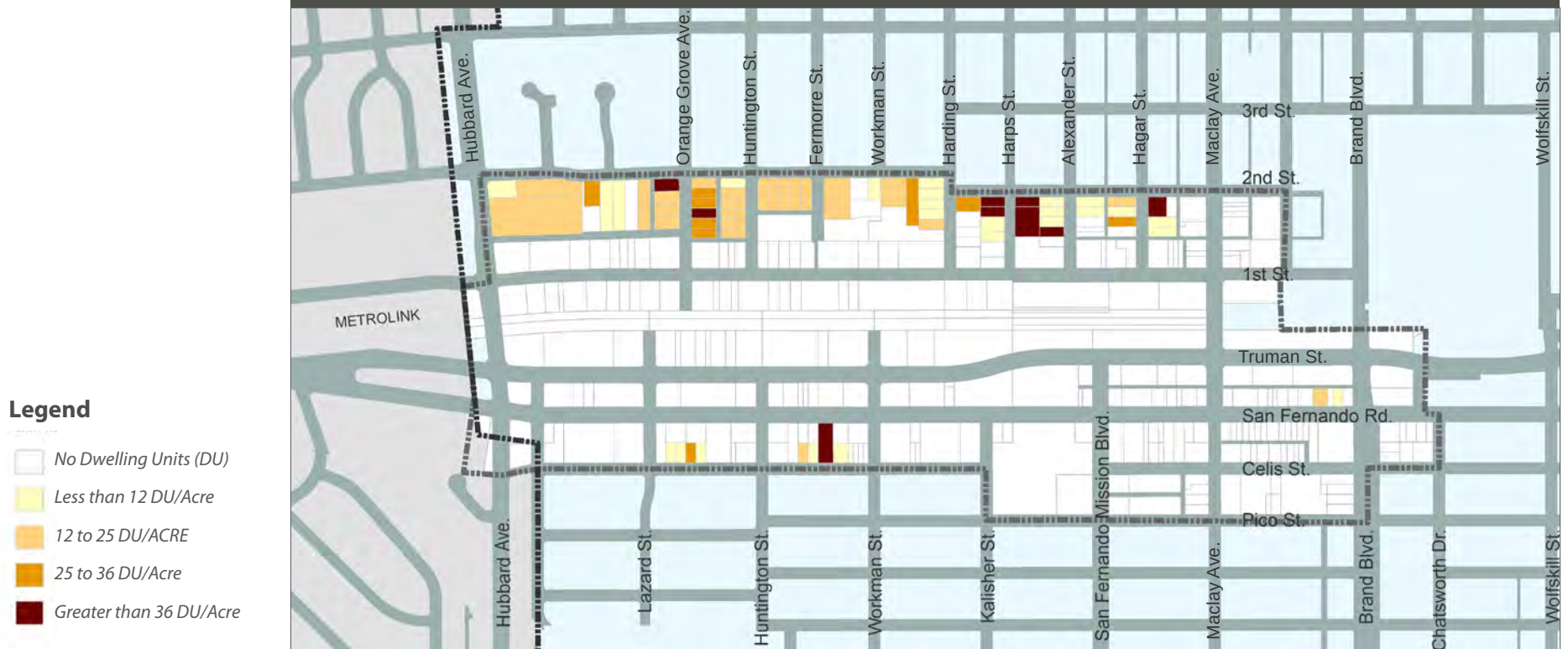
EXISTING DEVELOPMENT DENSITY

EXISTING RESIDENTIAL DENSITY

A total of 351 dwelling units are contained within the project boundary, however many of these are single units contained within commercial or industrial parcels. The predominant use is single-family residential. There are 254 units located on parcels considered strictly residential in nature. Fifty-four parcels contain more than one unit, while only six parcels contain more than 10 units (and only one parcel has more

than 20 units). In terms of density, only nine parcels have densities over 36 DUA; the parcel with the highest density is 1422 San Fernando Road, a relatively new midrise building with 20 units on 1/3 acre (66 DUA). This dwelling type is the only one of its kind within the project area, but could be a precedent for future residential infill development.

FIG. 18: EXISTING RESIDENTIAL DENSITY



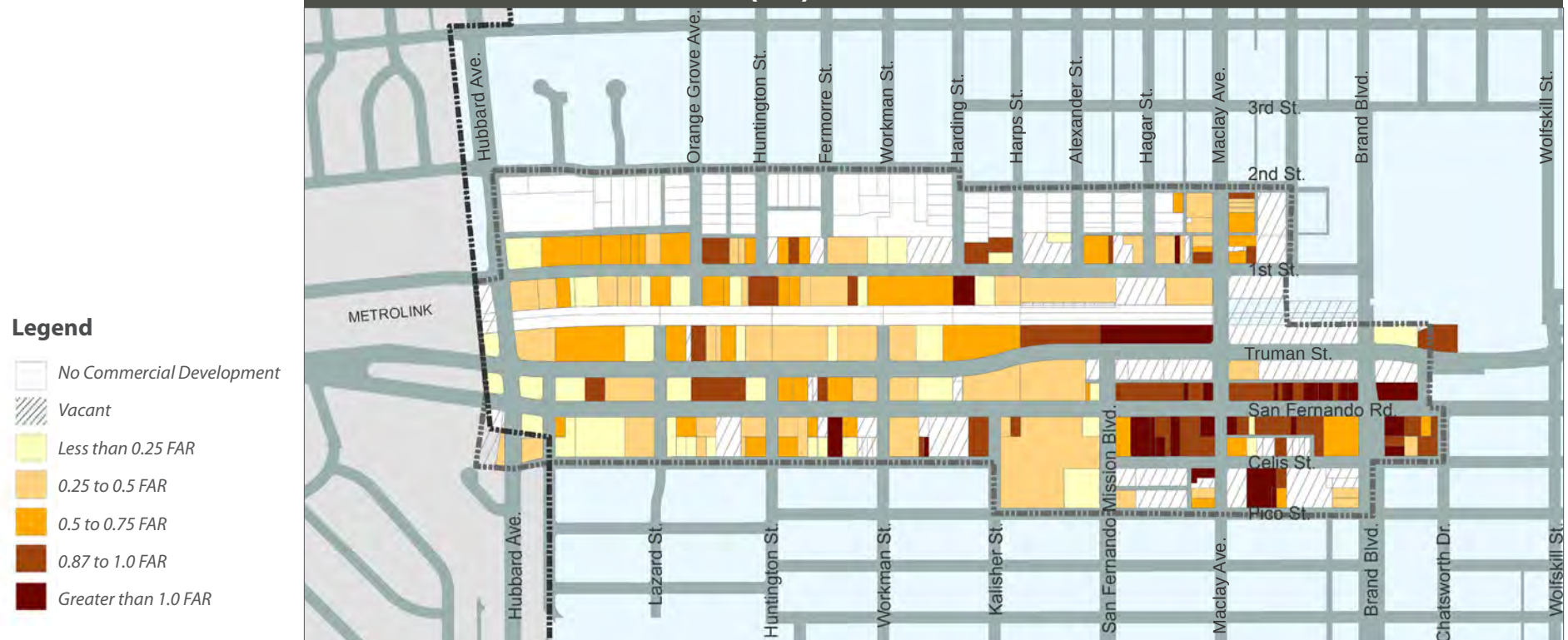
EXISTING FLOOR AREA RATIO (FAR)

There are 364 parcels located within the Specific Planning Area, accounting for a total of 1.86 million developed square feet. Of that total, 1.15 million square feet is commercial or retail. The cumulative Floor Area Ratio (FAR) of all commercial properties is 0.49, compared to 0.39 for all industrial properties. Overall, FARs are mostly on the lower end of the spectrum within the Planning Area, with the excep-

tion of the parcels located between San Fernando Mission Boulevard and Brand Boulevard. Of those parcels located within this downtown area, only six of 55 parcels have an FAR under 0.75, illustrating the highly developed character of the "San Fernando Mall." Most of these parcels are close to 100% lot coverage, since parking is provided off-site by nearby city-owned public lots. The strip retail development

that backs up to the rail tracks on Truman Street is also relatively dense, with an FAR greater than 1.0. The property with the highest FAR within the Planning Area is the old J.C. Penney's department store at 1140-1150 San Fernando Road (3.0 FAR).

FIG. 19: EXISTING FLOOR AREA RATIO (FAR)

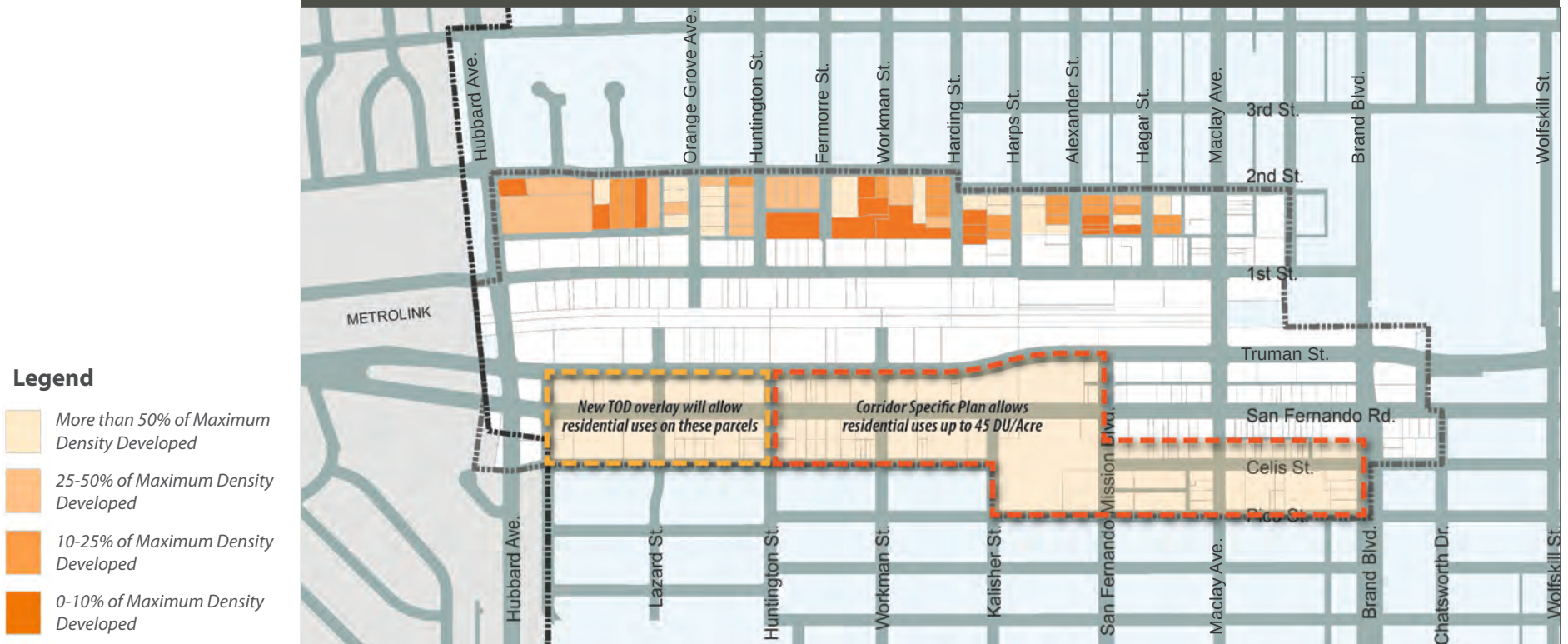


VIII. INFILL POTENTIAL

RESIDENTIAL DEVELOPMENT POTENTIAL

An analysis of the potential residential capacity in the Planning Area reveals significant capacity between Fermoore and Alexander Streets. Fourteen parcels have less than 10% of the maximum allowable units – these parcels are mostly vacant or surface parking lots. If these parcels were to be developed, negotiating the interface with the adjacent industrial uses may be challenging. The most highly developed residential block is Orange Grove Avenue, where essentially all parcels contain more than 50% of the allowable dwelling units.

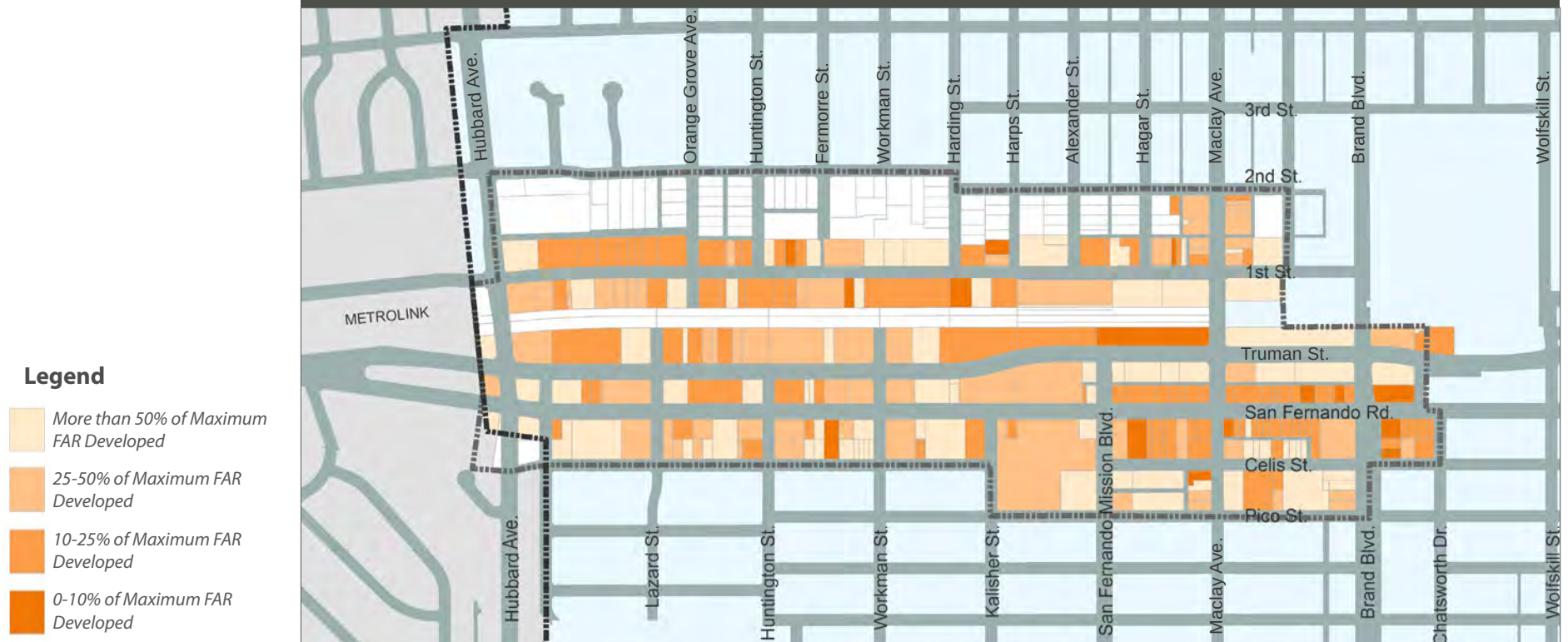
FIG. 20: RESIDENTIAL DEVELOPMENT POTENTIAL



COMMERCIAL DEVELOPMENT POTENTIAL

Very few of the commercially-zoned parcels have taken advantage of their development potential (only 14 of 187 parcels have developed more than 50% of their allowable FAR). This is likely due in large part to the large increase in maximum FAR permitted under the *Corridor Specific Plan* (which raised FARs from 1.8 to 2.5 or higher). The area with the least amount of potential growth is located within the San Fernando Mall area, as this area has existing zero-lot line buildings on basically every parcel.

FIG. 21: COMMERCIAL DEVELOPMENT POTENTIAL



IX. UTILITIES INFRASTRUCTURE

The *Corridors Specific Plan* provides general policies relevant to the provision of water, sewer, and storm drainage infrastructure to new infill development within the *Corridors Specific Plan* area. It also provides a detailed description of the existing utility infrastructure within the *Corridors Specific Plan* area and identifies locations where improvements to this infrastructure should occur to support the future development anticipated by the *Corridors Specific Plan*. Key improvements within the Planing area include:

- New, larger water lines along Maclay Avenue and along San Fernando Road between Hubbard Avenue and Lazard Street and between Kalisher Street and Wolfskill Street.
- Requirement that future infill development implement storm water pollution control measures and obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements.

In addition, the *Final Report for Sewer Master Plan* recommends the following improvements to alleviate existing deficiencies and meet projected population of 25,500 persons by the year 2035.

- A new 18" line beginning at the intersection of Harding and Fourth Streets, running south to First Street, east to Brand Boulevard, south along Brand Boulevard to the alley between Truman Street and San Fernando Road, east to Jessie and then south to Celis Street.
- New 15" lines along First Street between Harding Street and Huntington Street; along

STRENGTHS / OPPORTUNITIES

- The required street improvements associated with the introduction of a Tram along San Fernando Road per the "Tram" option of the East San Fernando Valley Transit Corridor Project study provides an opportunity to install new water pipes and gutters along San Fernando Road as well as to upgrade the culvert at San Fernando Road and Maclay Avenue.
- The majority of the Planning Area is currently paved and/or covered with impervious surfaces, which leads to the accumulation of debris, leaves, soils, oil, grease, chemicals, air contaminant residue and other pollutants. However, since most surfaces are already paved or otherwise developed with impervious surfaces, new infill development in this vicinity is not expected to generate significant additional amounts of storm water runoff. Depending on existing City policies/regulations, the zoning overlay can provide Low Impact Development (LID) stormwater management strategies for new development and for street improvements. Given the developed character of the Planning Area, LID will result in a significant net increase in the quality of storm water runoff.

First Street just south of Harps Street; and along Second Street at Lazard Street

- New 8" lines along the alley between Hagar Street and Maclay Avenue up to just north of

WEAKNESSES / CONSTRAINTS

- Existing water lines in Maclay Avenue and San Fernando Road need to be upgraded in order to accommodate the future development anticipated by the *Corridors Specific Plan*.
- The failure of the culvert at San Fernando Road and Maclay Avenue will cause moderate to severe flooding of the San Fernando Mall since the finished floor elevations of many of the commercial buildings on San Fernando Road between San Fernando Mission Boulevard and Maclay Avenue are below the street's centerline elevation.

The required street improvements associated with the introduction of a Tram along San Fernando Road per the "Tram" option of the East San Fernando Valley Transit Corridor Project study provides an opportunity to install a new culvert at San Fernando Road and Maclay Avenue.

- Existing sewer lines along Harding Street, First Street, Brand Boulevard, Second Street, and Pico Street need to be upgraded due to hydraulic deficiencies and to meet future projected population growth.

Second Street; along Pico Street near Kalisher Street and San Fernando Mission Boulevard; and along Second Street at Meyer Street.

INTRODUCTION

This section presents an examination of the existing conditions in the economy of the Planning Area. The Planning Area, which covers portions of the main commercial corridors in the southern half of the city of San Fernando, is represented in this report by data from Census tract 3202 and 3203. These tracts cover the southern half of the city of San Fernando south of San Fernando Road and contains all of the project Planning Area as well as the adjoining residential neighborhoods. The tracts are representative of the market area of the project Planning Area itself. Data is presented in comparison with information available for the City of San Fernando as a whole and for Los Angeles County where appropriate. This section of the existing conditions report was prepared to provide context about the conditions in the local economy and attributes of the Planning Area population. Information is provided for the following topic areas:

- Population
- Households
- Dwelling units
- Employment and income
- Taxable sales
- Construction and real estate market

POPULATION

The project area is located in the City of San Fernando. With an estimated population in 2014 of 24,222 persons, San Fernando is the 60th largest city in Los Angeles County and represents 0.3% of the total Los Angeles County's population. Table 5 shows San Fernando's population relative to other incorporated cities in Los Angeles County. As a mature and built out community, San Fernando has experienced only moderate population growth since 2000. Over the past 13 years, the city is estimated by the California Department of Finance to have added just over 500 residents representing a growth rate of around 2%. This compares to a population growth of over 5% for Los Angeles County and 12% for the State of California as a whole. Table 6 presents annual population estimates produced by the California Department of Finance. In terms of age distribution, the median age within both the Planning Area and the City of San Fernando as a whole are significantly younger than the Los Angeles County median. The Planning Area and the city had median ages of 29.9 and 30.7 years of age, respectively, compared to the median age of 34.8 for Los Angeles County. Table 7 shows the distribution of population by age within the Planning Area, the city, and Los Angeles County. The cohort with the largest variance is the 20 through 24 year olds, although the school-age population is greater in the Planning Area than in Los Angeles County.

Distribution of race and ethnicity is shown on Table 8. Notably, the Planning Area population is almost entirely Hispanic, representing 95% of the total

population. No other category exceeds 3% within the Planning Area. This shows a high concentration of Hispanics in the population even in the context of the City of San Fernando, where 21,876 persons report Hispanic ethnicity out of the total population of 23,645 persons (92.52%). By comparison, in Los Angeles County, 47.75% of the total population reports Hispanic ethnicity. This represents 4.6 million persons of a total population of 9.8 million.

In terms of nativity, just over half of the Planning Area's population is native born with most of the native born population originating in California. Of the 5,435 persons who report being born abroad, 2,319 of them are naturalized US citizens. This proportion occurs at approximately the same rate as Los Angeles County as a whole. Almost all of the foreign-born population reports its origins in one of the countries of Latin America. In terms of language, just over 55% of the Planning Area's population reports that they speak English only. The only other language spoken at home within the Planning Area population is Spanish with only 41 individuals reporting that they speak English less than very well. These statistics are presented on Table 9

HOUSEHOLDS

Table 10 presents data on the structure of households in the Planning Area. Just over 80% of the 2,841 households located in the Planning Area are family households. This is a significantly larger percentage than the Los Angeles County total of

X. EXISTING ECONOMIC CONDITIONS

just over 67%. However it is roughly equivalent to the City of San Fernando's ratio. Average family size is reported at 4.18 persons, which is larger than the Los Angeles County average of 3.58. Likewise, the average household size at 3.72 persons is 25% larger than the Los Angeles County average of 2.89 persons. 66.01% of the family households report having children under 18 years of age, that is a larger percentage than is reported for Los Angeles County.

DWELLING UNITS

The City of San Fernando has historically been seen as a location of attainably priced housing. Data for the median sales price for single-family homes comparing zip code 91340, which is roughly coterminous boundaries of the City of San Fernando, with median prices for Los Angeles County and the State of California are presented on Figure 22. As of June 2014 the reported median price of single-family home in the San Fernando zip code was reported at \$335,000, compared to a median price of \$479,000 for Los Angeles County and \$363,000 for California. During the housing expansion that was experienced in the latter half of the 2000s, the City of San Fernando market area experienced higher prices than the median for California as a whole. However by September 2008, with the onset of the financial crisis, housing values in San Fernando reverted to their long-term situation as being priced lower than the State median. Like all of California, housing prices were strongly affected by the national recession that began in 2007 and were further affected by the financial crisis of 2008. As housing prices stabilized from late 2009 onward, prices in the San Fernando market area have begun to slowly increase. Beginning in late 2012, housing

values in San Fernando began to increase at a rate roughly proportional to the State and Los Angeles County as a whole. Table 11 presents annual median price for single-family homes from 2000 to 2013 for California Los Angeles County and the San Fernando zip code.

Focusing more specifically on the Planning Area, the Census Bureau American Community Survey (ACS) reports that in 2012 there were 3,079 housing units of which 1,702 were single unit detached housing structures. This represented just over 55% of the total units in the community. In terms of large multifamily development, the ACS reports 196 projects with 20 or more units representing 6.37% of the total housing stock within the Planning Area. This is significantly less than the countywide rate of 18.31%. In terms of overcrowding, approximately 18% of dwelling stock reports having more than one occupant per room. This is a rate higher than that reported for the Los Angeles County total. Table 12 provides details on these attributes of the community's housing stock.

In terms of housing tenure, 35.66% of dwelling units in the Planning Area are owner occupied. This compares to 51.96% for the City of San Fernando as a whole and is lower than the 44.84% rate reported for the whole of Los Angeles County. Vacant housing units are comprised of units available for rent, as well as those that are for sale and are currently unoccupied. Table 13 provides information on housing tenure.

Since San Fernando is a mature and built out community, most development opportunities occur in the context of redevelopment and infill projects. As result, the housing stock is considerably older in both the City of San Fernando and in the Planning Area as a whole, especially when compared to Los Angeles County. Of the 3,097 dwelling units in the Planning Area, 20.89% were built prior to 1939, compared to 15.16% for Los Angeles County. In more recent years, less than 1% of the Planning Area's housing stock was built after 2010 and approximately 7% of the total number of dwelling units built in the Planning Area were constructed after 2000. Table 14 provides data on the age of housing stock within the San Fernando Planning Area.

EMPLOYMENT AND INCOME

Table 15 shows employment by major economic activity for jobs located within the City of San Fernando. For 2011, the economic census reported 7,633 jobs were located within the city of San Fernando, which represented 0.21% of the total employment base in Los Angeles County. Examination the distribution of the employment positions sector shows a strong representation of manufacturing jobs, which accounts for 22.38% of the jobs located in the city of San Fernando. Health care and related activities account for 1,095 of jobs, or 14.34% of the total jobs located in the city. In comparison to Los Angeles County as a whole, the percentage of sectors such as construction, manufacturing, wholesale trade, information, and educational services are strongly represented in San Fernando .

Table 16 provides comparable information for City of San Fernando residents. This shows the distribution of jobs by economic sector held by City of San Fernando residents. Manufacturing, retail sales, and health care and related activities are the largest categories of employment for community residents. In terms of representation relative to the distribution of employment in Los Angeles County, manufacturing and construction are more prevalent among the city's workforce than is reported for Los Angeles County as a whole.

The median household income in the Planning Area was reported at \$44,210 for 2012. This is lower than both the city wide and Los Angeles County median household incomes of approximately \$48,000 and \$56,000, respectively. The distribution of household incomes is shown on Table 17. Within the Planning Area there are more low and moderate income households in comparison to Los Angeles County as a whole. However the middle income categories are well represented – in fact, the largest single category of households reported median incomes of between \$50,000 and \$75,000.

TAXABLE SALES

Prior to the 2007 recession, taxable sales in the City of San Fernando had already begun to experience erosion. By the time the recession and subsequent financial crisis hit, the volume of retail sales in the city had contracted significantly. While there were declines experienced in both Los Angeles County and the State, retail sales in San Fernando remained weak, with only a modest recovery beginning in 2012. Total

retail sales in 2012, the last year for which complete annual data is available, were just over \$294 million. This compares to \$403 million that was recorded for 2002. Table 18 shows trends over the last decade for retail sales in Los Angeles County, the State and the City of San Fernando.

CONSTRUCTION AND REAL ESTATE MARKET

For the most part, San Fernando is a built out and mature city. Development takes place in the context of densification, adaptive reuse, and redevelopment. Based upon a review of building permits issued by the city, single-family homes are the most common land-use in the city, as shown on Table 19. San Fernando issued permits for 185 dwelling units in six multifamily buildings going back to 1997. As was discussed in the section on dwelling units, the majority of the city's housing stock is made up of single-family detached homes, however, as part of a greater trend towards densification and market demand for multifamily rentals generated from the contractions of the housing finance market in the wake of the 2008 financial crisis, development of multifamily projects are becoming increasingly more popular throughout the Los Angeles area. 2012 saw the greatest number of multifamily units developed in San Fernando for any year going back to 1997.

Table 16 provides information on the office market in East San Fernando Valley in comparison to the office market throughout the greater Valley and Ventura markets, which is often included in with market

data for the broader San Fernando Valley. The San Fernando Valley submarket, which contains the City of San Fernando, currently has an 18.1% vacancy rate in office space. Despite these high vacancy rates, absorption has been positive with almost 90,000 square feet absorbed during the first two quarters of 2014. The East San Fernando Valley also has the highest average asking lease rate in the broader market area. As the economy improves and the overall unemployment rate in Los Angeles County begins to decline, the San Fernando Valley is likely to see continued increases in absorption and demand for office. At present, these rates are below replacement cost and as a result development pressure is unlikely to emerge in the near future.

Table 20 provides data on the industrial market. The East San Fernando Valley submarket has an extremely tight vacancy rate of just over 2%. The market has seen positive net absorption through the first half of 2014 of nearly 320,000 sq. ft. with average leasing rates of \$0.62 per sq. ft. This creates market conditions where rents are above replacement costs. As a result, current rents are likely to generate increased development demand where opportunities for industrial development exist. At present, there are just under 60,000 sq. ft. of new industrial development under construction within the submarket.

X. EXISTING ECONOMIC CONDITIONS

STRENGTHS / OPPORTUNITIES

- The San Fernando market area is beginning to recover from the economic dislocations caused by the 2007 economic recession in the 2008 financial crisis. After the loss of a tremendous amount of value in the residential housing stock, as was experienced throughout the region, home prices in the City of San Fernando are beginning to stabilize at an attainable price level.
- At the same time the community's residents and employment base are strongly tied to sectors of the economy such as manufacturing and related goods production. These industries have been experiencing a recovery that began in 2012. Demand for industrial land in the Northeast San Fernando Valley is likely to be sustainable into the intermediate future and at the same time the presence of transit connections within the city are also likely to be supportive of an increasing demand for multi-unit residential development.

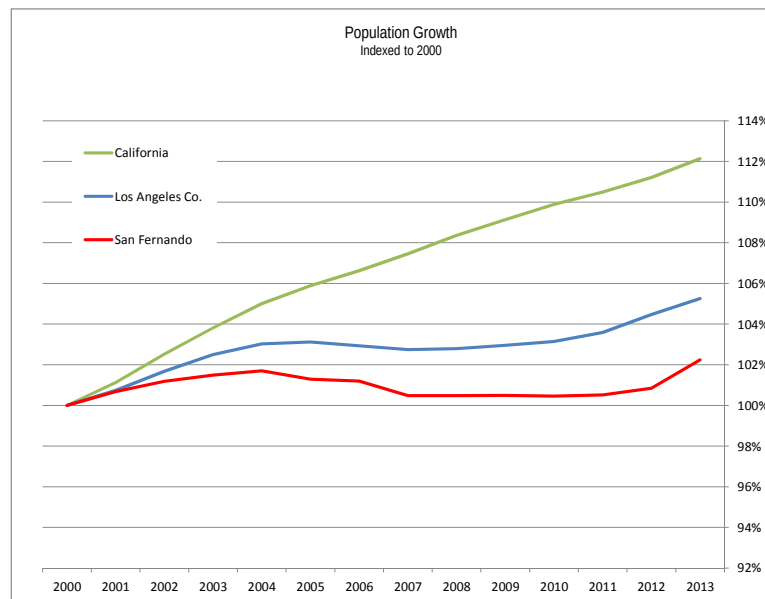
TABLE 5: LOS ANGELES COUNTY CITIES BY POPULATION – 2014

County			Percent of	County			Percent of
Rank	City	Population	County	Rank	City	Population	County
1	Los Angeles	3,904,657	48.1%	45	San Gabriel	40,313	0.5%
2	Long Beach	470,292	5.8%	46	Culver City	39,579	0.5%
3	Santa Clarita	209,130	2.6%	47	Monrovia	37,162	0.5%
4	Glendale	195,799	2.4%	48	Temple City	36,134	0.4%
5	Lancaster	159,878	2.0%	49	Bell	35,972	0.4%
6	Palmdale	155,657	1.9%	50	Claremont	35,920	0.4%
7	Pomona	151,713	1.9%	51	Manhattan Beach	35,619	0.4%
8	Torrance	147,706	1.8%	52	West Hollywood	35,072	0.4%
9	Pasadena	140,879	1.7%	53	Beverly Hills	34,677	0.4%
10	El Monte	115,064	1.4%	54	San Dimas	34,072	0.4%
11	Downey	113,363	1.4%	55	Lawndale	33,228	0.4%
12	Inglewood	111,795	1.4%	56	La Verne	32,228	0.4%
13	West Covina	107,828	1.3%	57	Walnut	30,112	0.4%
14	Norwalk	106,630	1.3%	58	Maywood	27,758	0.3%
15	Burbank	105,543	1.3%	59	South Pasadena	26,011	0.3%
16	Compton	98,082	1.2%	60	San Fernando	24,222	0.3%
17	South Gate	96,057	1.2%	61	Cudahy	24,142	0.3%
18	Carson	92,636	1.1%	62	Calabasas	23,943	0.3%
19	Santa Monica	92,185	1.1%	63	Duarte	21,668	0.3%
20	Hawthorne	86,644	1.1%	64	Lomita	20,630	0.3%
21	Whittier	86,538	1.1%	65	Agoura Hills	20,625	0.3%
22	Alhambra	84,697	1.0%	66	La Canada Flintridge	20,535	0.3%
23	Lakewood	81,224	1.0%	67	South El Monte	20,426	0.3%
24	Bellflower	77,741	1.0%	68	Hermosa Beach	19,750	0.2%
25	Baldwin Park	76,715	0.9%	69	Santa Fe Springs	17,349	0.2%
26	Lynwood	70,980	0.9%	70	El Segundo	16,897	0.2%
27	Redondo Beach	67,717	0.8%	71	Artesia	16,776	0.2%
28	Pico Rivera	63,873	0.8%	72	Hawaiian Gardens	14,456	0.2%
29	Montebello	63,527	0.8%	73	Palos Verdes Estat	13,665	0.2%
30	Monterey Park	61,777	0.8%	74	San Marino	13,341	0.2%
31	Gardena	60,082	0.7%	75	Commerce	13,003	0.2%
32	Huntington Park	59,033	0.7%	76	Malibu	12,865	0.2%
33	Arcadia	57,500	0.7%	77	Signal Hill	11,411	0.1%
34	Diamond Bar	56,400	0.7%	78	Sierra Madre	11,094	0.1%
35	Paramount	55,051	0.7%	79	Westlake Village	8,386	0.1%
36	Rosemead	54,762	0.7%	80	Rolling Hills Estate	8,184	0.1%
37	Glendora	51,290	0.6%	81	La Habra Heights	5,420	0.1%
38	Cerritos	49,741	0.6%	82	Avalon	3,820	0.0%
39	La Mirada	49,178	0.6%	83	Hidden Hills	1,901	0.0%
40	Covina	48,619	0.6%	84	Rolling Hills	1,895	0.0%
41	Azusa	48,385	0.6%	85	Irwindale	1,466	0.0%
42	Bell Gardens	42,667	0.5%	86	Bradbury	1,082	0.0%
43	Rancho Palos Verde	42,358	0.5%	87	Industry	438	0.0%
44	La Puente	40,478	0.5%	88	Vernon	122	0.0%
Balance of County						1,046,557	12.9%
County Total						8,111,871	

Source: California Department of Finance E-1

TABLE 6: POPULATION GROWTH – CALIFORNIA DEPARTMENT OF FINANCE ANNUAL ESTIMATES

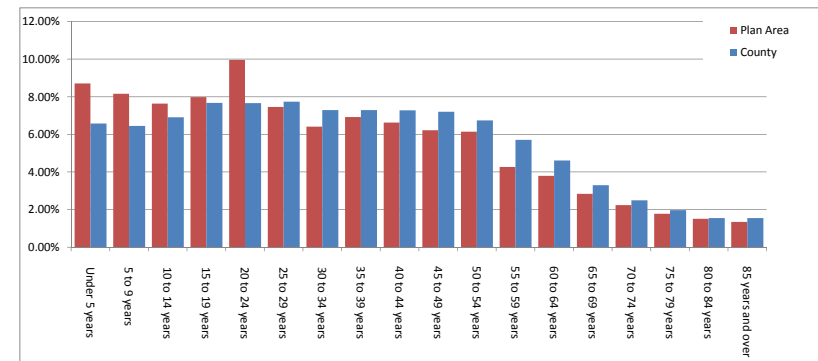
Year	California	Los Angeles Co.	San Fernando
2013	37,984,138	10,019,365	24,093
2012	37,668,804	9,945,031	23,764
2011	37,427,946	9,860,904	23,687
2010	37,223,900	9,818,605	23,671
2009	36,966,713	9,801,096	23,680
2008	36,704,375	9,785,474	23,677
2007	36,399,676	9,780,808	23,677
2006	36,116,202	9,798,609	23,846
2005	35,869,173	9,816,153	23,867
2004	35,570,847	9,806,944	23,965
2003	35,163,609	9,756,914	23,915
2002	34,725,516	9,679,212	23,843
2001	34,256,789	9,590,080	23,725
2000	33,873,086	9,519,330	23,564



Source: CA DoF E-8 and MR+E

TABLE 7: POPULATION BY AGE – SAN FERNANDO TOD PLANNING AREA – 2010 CENSUS

Year	City of		Los Angeles	Percentage	
	Plan Area	San Fernando	County	Plan Area	County
Under 5 years	1,173	1,895	645,793	8.71%	6.58%
5 to 9 years	1,099	1,889	633,690	8.16%	6.45%
10 to 14 years	1,028	1,937	678,845	7.63%	6.91%
15 to 19 years	1,075	2,034	753,630	7.98%	7.68%
20 to 24 years	1,340	1,845	752,788	9.96%	7.67%
25 to 29 years	1,004	1,961	759,602	7.46%	7.74%
30 to 34 years	863	1,790	716,129	6.41%	7.29%
35 to 39 years	932	1,746	715,635	6.93%	7.29%
40 to 44 years	892	1,635	714,691	6.63%	7.28%
45 to 49 years	838	1,488	706,742	6.23%	7.20%
50 to 54 years	827	1,399	662,205	6.14%	6.74%
55 to 59 years	574	1,182	560,920	4.26%	5.71%
60 to 64 years	511	851	452,236	3.80%	4.61%
65 to 69 years	382	596	323,287	2.84%	3.29%
70 to 74 years	301	491	245,183	2.23%	2.50%
75 to 79 years	239	376	192,881	1.77%	1.96%
80 to 84 years	203	262	152,722	1.51%	1.56%
85 years and ove	181	268	151,626	1.34%	1.54%
Median age	29.9	30.70	34.8		85.78%
Total	13,460	23,671	9,818,605		0.14%

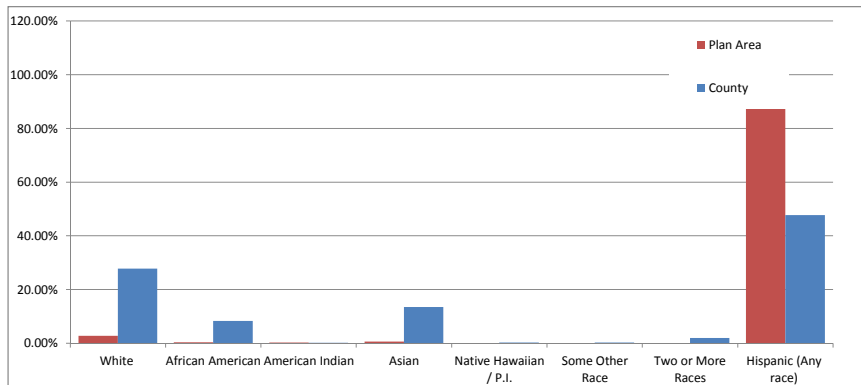


Source: US Census and MR+E

X. EXISTING ECONOMIC CONDITIONS

TABLE 8: RACE AND ETHNICITY – SAN FERNANDO TOD PLANNING AREA – 2010 CENSUS

Race	City of Los Angeles			Percentage		
	Plan Area	San Fernando	County	Plan Area	County	Index
White	368	1,259	2,728,321	2.73%	27.79%	9.84%
African American	46	146	815,086	0.34%	8.30%	4.12%
American Indian	37	66	18,886	0.27%	0.19%	142.91%
Asian	85	192	1,325,671	0.63%	13.50%	4.68%
Native Hawaiian / P.I.	1	19	22,464	0.01%	0.23%	3.25%
Some Other Race	4	14	25,367	0.03%	0.26%	11.50%
Two or More Races	17	82	194,921	0.13%	1.99%	6.36%
Hispanic (Any race)	12,902	21,876	4,687,899	95.85%	47.75%	200.76%
Median age	29.9	30.7	34.8		85.78%	
Total	13,460	23,654	9,818,615		0.14%	



Source: US Census and MR+E

TABLE 9: NATIVITY AND LANGUAGE SAN FERNANDO TOD PLANNING AREA – 2012 ACS

Number	City of Los Angeles			Plan Area
	Plan Area	San Fernando	County	Indexed to LA Co.
PLACE OF BIRTH				
Total population	13,496	23,703	2,192,982	
Native	8,061	15,198	1,711,123	76.55%
Born in United States	7,972	15,027	1,688,915	76.70%
State of residence (CA)	7,577	14,124	1,265,964	97.25%
Different state	396	903	422,951	15.20%
Puerto Rico or abroad to American parent(s)	89	171	22,208	64.85%
Foreign born	5,435	8,505	481,859	183.28%
U.S. CITIZENSHIP STATUS				
Foreign-born population	5,435	8,505	481,859	
Naturalized U.S. citizen	2,319	3,897	205,758	99.91%
Not a U.S. citizen	3,116	4,608	276,101	100.07%
-	-	-	-	-
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population	5,435	8,505	481,859	
Europe	-	37	25,610	0.0%
Asia	37	218	91,969	3.6%
Africa	-	-	6,466	0.0%
Oceania	-	148	2,322	0.0%
Latin America	5,398	8,102	344,634	138.9%
Canada	-	-	10,858	0.0%
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	12,287	21,469	2,030,097	
English only	6,791	4,360	1,221,523	91.85%
Language other than English	5,142	17,109	808,574	105.07%
Speak English less than "very well"	85	6,907	327,448	4.31%
Spanish	5,142	16,705	673,265	126.19%
Speak English less than "very well"	85	6,840	276,304	5.11%
Other Indo-European languages	-	281	42,022	0.00%
Speak English less than "very well"	-	42	11,156	0.00%
Asian and Pacific Islander languages	-	94	80,919	0.00%
Speak English less than "very well"	-	16	36,790	0.00%
Other languages	-	29	12,368	0.00%
Speak English less than "very well"	-	9	3,198	0.00%

Source: US Census and MR+E

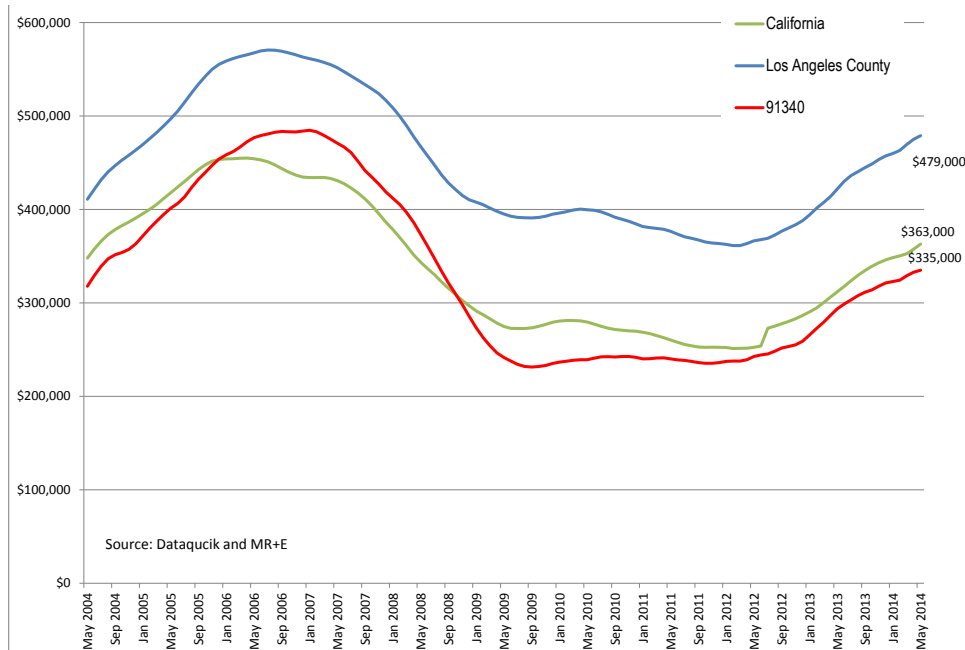
**TABLE 10: HOUSEHOLD STRUCTURE
SAN FERNANDO TOD PLANNING AREA – 2010**

	City of Los Angeles			City of Los Angeles			
	Plan Area	San Fernando	County	Plan Area	San Fernando	County	Index
Household Type							
Total households	4,631	5,967	3,241,204				
Family households	3,801	4,972	2,194,080	82.07%	83.32%	67.69%	121%
Male householder	2,572	3,346	1,430,848	55.53%	56.08%	44.15%	126%
Female householder	1,229	1,626	763,232	26.54%	27.25%	23.55%	113%
Nonfamily households	830	995	1,047,124	17.93%	16.68%	32.31%	56%
Male householder	442	506	510,532	9.55%	8.48%	15.75%	61%
Living alone	339	365	360,530	7.32%	6.12%	11.12%	66%
Female householder	388	489	536,592	8.38%	8.20%	16.56%	51%
Living alone	308	366	424,398	6.65%	6.13%	13.09%	51%
Household Size							
Total households	4,631	5,967	3,241,204				
1-person household	647	731	784,928	13.97%	12.25%	24.22%	58%
2-person household	818	1,042	853,003	17.65%	17.46%	26.32%	67%
3-person household	727	986	526,937	15.70%	16.52%	16.26%	97%
4-person household	859	1,135	486,027	18.55%	19.02%	15.00%	124%
5-person household	662	872	283,566	14.30%	14.61%	8.75%	163%
6-person household	401	510	144,956	8.66%	8.55%	4.47%	194%
7-or-more-person household	517	691	161,787	11.17%	11.58%	4.99%	224%
Average household size	3.72	3.94	2.98				125%
Average family size	4.05	4.18	3.58				113%
Family Structure							
Families	3,801	4,972	2,194,080				
With related children under 18 years	2,509	3,186	1,203,334	66.01%	64.08%	54.84%	120%
With own children under 18 years	1,792	2,663	1,052,977	47.15%	53.56%	47.99%	98%
Under 6 years only	258	432	210,004	6.79%	8.69%	9.57%	71%
Under 6 and 6 to 17 years	696	749	226,914	18.31%	15.06%	10.34%	177%
6 to 17 years only	838	1,482	616,059	22.05%	29.81%	28.08%	79%

Source: US Census and MR+E

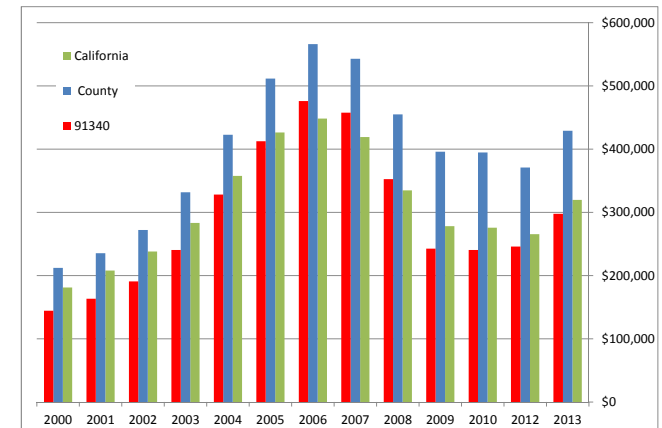
X. EXISTING ECONOMIC CONDITIONS

FIGURE 22: MEDIAN SALES PRICE, SINGLE FAMILY HOMES



**TABLE 11: MEDIAN SALES PRICE
SINGLE FAMILY HOMES – ANNUAL AVERAGE**

Year	California	San Fernando 91340	
		Los Angeles County	91340
2013	\$319,760	\$429,110	\$297,703
2012	\$265,709	\$371,114	\$246,030
2010	\$275,894	\$394,791	\$240,536
2009	\$278,136	\$396,054	\$242,841
2008	\$334,821	\$454,955	\$352,524
2007	\$419,279	\$543,037	\$457,870
2006	\$448,262	\$566,079	\$475,997
2005	\$426,390	\$511,713	\$412,646
2004	\$357,890	\$422,677	\$328,270
2003	\$283,297	\$331,958	\$240,448
2002	\$238,199	\$272,247	\$190,815
2001	\$208,156	\$235,442	\$163,508
2000	\$181,372	\$212,334	\$144,515



**TABLE 12: HOUSING ATTRIBUTES
SAN FERNANDO TOD PLANNING AREA – 2012 ACS**

Number	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units				
Total housing units	3,079	6,409	3,441,416	0.09%
Occupied housing units	2,833	6,108	3,218,511	0.09%
Vacant housing units	246	301	222,905	0.11%
Units in structure				
1-unit, detached	1,702	4,543	1,713,407	0.10%
1-unit, attached	306	511	224,784	0.14%
2 units	152	204	83,532	0.18%
3 or 4 units	214	304	195,148	0.11%
5 to 9 units	239	275	271,061	0.09%
10 to 19 units	168	197	267,633	0.06%
20 or more units	196	247	629,991	0.03%
Mobile home	80	106	53,342	0.15%
Boat, RV, van, etc.	22	22	2,518	0.87%
Occupants per room				
1.00 or less	2,319	5,230	2,832,499	0.08%
1.01 to 1.50	331	607	224,596	0.15%
1.51 or more	183	271	161,416	0.11%
Percent	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units in structure				
1-unit, detached	55.28%	70.88%	49.79%	111.03%
1-unit, attached	9.94%	7.97%	6.53%	152.15%
2 units	4.94%	3.18%	2.43%	203.38%
3 or 4 units	6.95%	4.74%	5.67%	122.57%
5 to 9 units	7.76%	4.29%	7.88%	98.55%
10 to 19 units	5.46%	3.07%	7.78%	70.16%
20 or more units	6.37%	3.85%	18.31%	34.77%
Mobile home	2.60%	1.65%	1.55%	167.63%
Boat, RV, van, etc.	0.71%	0.34%	0.07%	976.55%
Occupants per room				
1.00 or less	81.86%		88.01%	93.01%
1.01 to 1.50	11.68%		6.98%	167.43%
1.51 or more	6.46%		5.02%	128.80%

Source: US Census ACS and MR+E

**TABLE 13: HOUSING TENURE
SAN FERNANDO TOD PLANNING AREA – 2012 ACS**

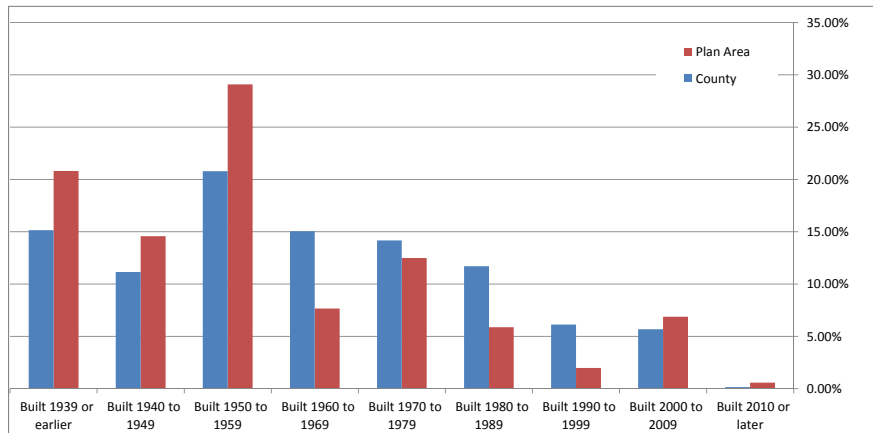
Number	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Population				
Population	13,460	23,671	9,818,605	0.14%
Households	4,631	5,967	3,241,204	0.14%
Total housing units	3,079	6,291	3,445,076	0.09%
Occupancy Status				
Total housing units	3,079	6,291	3,445,076	0.09%
Occupied housing units	2,833	5,967	3,241,204	0.09%
Vacant housing units	246	324	203,872	0.12%
Tenure				
Occupied housing units	2,833	5,967	3,241,204	0.09%
Owner occupied	1,098	3,252	1,544,749	0.07%
Owned with a mortgage or loan	793	2,582	1,227,146	0.06%
Owned free and clear	305	670	317,603	0.10%
Renter occupied	1,735	2,715	1,696,455	0.10%
Percent	Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Occupancy Status				
Total housing units				
Occupied housing units	92.01%	94.85%	94.08%	97.80%
Vacant housing units	7.99%	5.15%	5.92%	135.01%
Tenure				
Occupied housing units	92.01%	94.85%	94.08%	97.80%
Owner occupied	35.66%	51.69%	44.84%	79.53%
Owned with a mortgage or loan	25.76%	41.04%	35.62%	72.30%
Owned free and clear	9.91%	10.65%	9.22%	107.45%
Renter occupied	56.35%	43.16%	49.24%	114.43%

Source: US Census and MR+E

X. EXISTING ECONOMIC CONDITIONS

**TABLE 14: AGE OF DWELLING UNITS
SAN FERNANDO TOD PLANNING AREA – 2012 ACS**

Year	City of San		Los Angeles	Percentage	
	Plan Area	Fernando	County	Plan Area	County
Built 2010 or later	18	18	5,222	0.58%	0.15%
Built 2000 to 2009	212	293	195,533	6.89%	5.68%
Built 1990 to 1999	61	82	211,317	1.98%	6.14%
Built 1980 to 1989	181	340	402,760	5.88%	11.70%
Built 1970 to 1979	385	616	487,641	12.50%	14.17%
Built 1960 to 1969	236	705	517,870	7.66%	15.05%
Built 1950 to 1959	896	2,057	715,489	29.10%	20.79%
Built 1940 to 1949	449	1202	383,995	14.58%	11.16%
Built 1939 or earlier	641	1096	521,589	20.82%	15.16%
Total	3,079	6,409	3,441,416		



Source: US Census ACS and MR+E

**TABLE 15: EMPLOYMENT IN SAN FERNANDO BY PLACE OF
EMPLOYMENT – 2011**

Sector	San Fernando		Los Angeles		Index
	Jobs	Percent	Jobs	Percent	
Agriculture, Forestry, Fishing and Hunting	93	1.22%	6,232	0.17%	727.33%
Mining, Quarrying, and Oil and Gas Extraction	-	0.00%	4,219	0.11%	0.00%
Utilities	7	0.09%	30,314	0.81%	11.25%
Construction	568	7.44%	98,898	2.66%	279.92%
Manufacturing	1,708	22.38%	360,118	9.68%	231.16%
Wholesale Trade	737	9.66%	217,237	5.84%	165.35%
Retail Trade	757	9.92%	383,938	10.32%	96.10%
Transportation and Warehousing	216	2.83%	150,225	4.04%	70.08%
Information	156	2.04%	199,293	5.36%	38.15%
Finance and Insurance	439	5.75%	155,873	4.19%	137.27%
Real Estate and Rental and Leasing	79	1.03%	70,293	1.89%	54.78%
Professional, Scientific, and Technical Services	128	1.68%	264,047	7.10%	23.63%
Management of Companies and Enterprises	20	0.26%	61,675	1.66%	15.81%
Administration & Support, Waste Management	181	2.37%	223,149	6.00%	39.53%
Educational Services	375	4.91%	340,038	9.14%	53.75%
Health Care and Social Assistance	1,095	14.35%	428,012	11.50%	124.69%
Arts, Entertainment, and Recreation	13	0.17%	71,389	1.92%	8.88%
Accommodation and Food Services	569	7.45%	280,064	7.53%	99.02%
Other Services (excluding Public Administration)	404	5.29%	224,963	6.05%	87.53%
Public Administration	88	1.15%	150,285	4.04%	28.54%
Total	7,633	100%	3,720,262	100%	0.21%

Source: US Census and MR+E

**TABLE 16: EMPLOYMENT IN SAN FERNANDO BY INDUSTRY OF
EMPLOYED RESIDENTS – 2011**

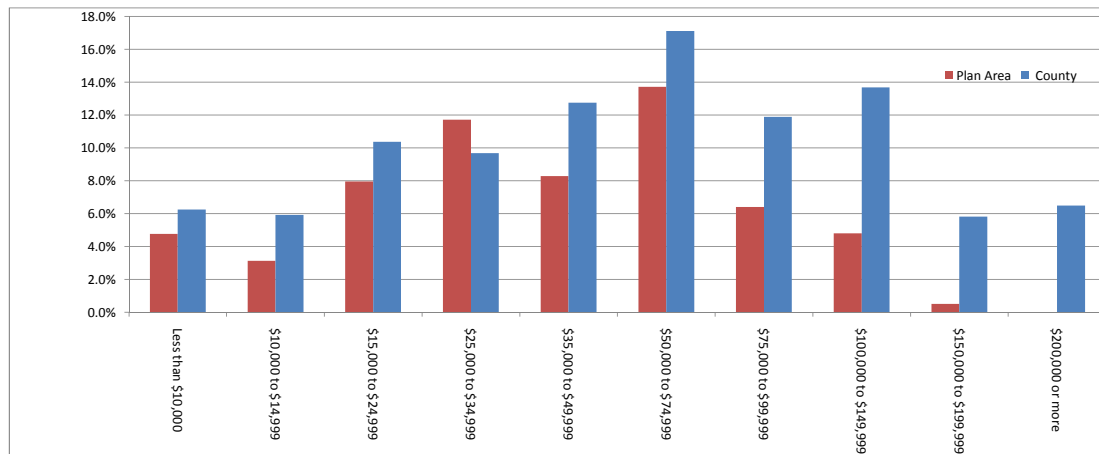
Sector	San Fernando		Los Angeles		Index
	Jobs	Percent	Jobs	Percent	
Agriculture, Forestry, Fishing and Hunting	45	0.60%	24,365	0.70%	85.51%
Mining, Quarrying, and Oil and Gas Extraction	4	0.05%	3,525	0.10%	52.54%
Utilities	44	0.58%	25,568	0.73%	79.68%
Construction	365	4.83%	99,878	2.86%	169.20%
Manufacturing	1,245	16.49%	329,227	9.42%	175.09%
Wholesale Trade	368	4.87%	195,653	5.60%	87.08%
Retail Trade	916	12.13%	364,390	10.42%	116.39%
Transportation and Warehousing	175	2.32%	133,055	3.81%	60.90%
Information	224	2.97%	174,039	4.98%	59.59%
Finance and Insurance	318	4.21%	146,921	4.20%	100.21%
Real Estate and Rental and Leasing	142	1.88%	65,714	1.88%	100.05%
Professional, Scientific, and Technical Services	321	4.25%	246,934	7.06%	60.19%
Management of Companies and Enterprises	93	1.23%	55,201	1.58%	78.00%
Administration & Support, Waste Management	486	6.44%	222,721	6.37%	101.03%
Educational Services	591	7.83%	314,846	9.01%	86.91%
Health Care and Social Assistance	861	11.40%	398,842	11.41%	99.95%
Arts, Entertainment, and Recreation	105	1.39%	70,681	2.02%	68.78%
Accommodation and Food Services	575	7.61%	279,988	8.01%	95.08%
Other Services (excluding Public Administration)	410	5.43%	210,030	6.01%	90.38%
Public Administration	263	3.48%	134,530	3.85%	90.51%
Total	7,551	100%	3,496,108	100%	0.22%

Source: US Census and MR+E

X. EXISTING ECONOMIC CONDITIONS

**TABLE 17: HOUSEHOLD INCOMES
SAN FERNANDO TOD PLANNING AREA – 2012 ACS**

	0 Plan Area	City of San Fernando	Los Angeles County	0 Plan Area	City of San Fernando	Los Angeles County	Index
Total households	4,631	6,108	3,218,511				
Less than \$10,000	221	229	201,440	4.8%	3.7%	6.3%	76.2%
\$10,000 to \$14,999	145	283	190,527	3.1%	4.6%	5.9%	52.9%
\$15,000 to \$24,999	369	582	333,721	8.0%	9.5%	10.4%	76.8%
\$25,000 to \$34,999	543	743	311,808	11.7%	12.2%	9.7%	121.0%
\$35,000 to \$49,999	384	975	410,586	8.3%	16.0%	12.8%	65.0%
\$50,000 to \$74,999	635	1,556	550,971	13.7%	25.5%	17.1%	80.1%
\$75,000 to \$99,999	297	783	382,770	6.4%	12.8%	11.9%	53.9%
\$100,000 to \$149,999	223	714	440,285	4.8%	11.7%	13.7%	35.2%
\$150,000 to \$199,999	24	146	187,449	0.5%	2.4%	5.8%	8.9%
\$200,000 or more	-	97	208,954	0.0%	1.6%	6.5%	0.0%
Median household income	\$ 42,811	\$ 54,856	\$ 56,241				76.1%
Mean household income	\$ 49,964	\$ 62,403	\$ 81,729				61.1%

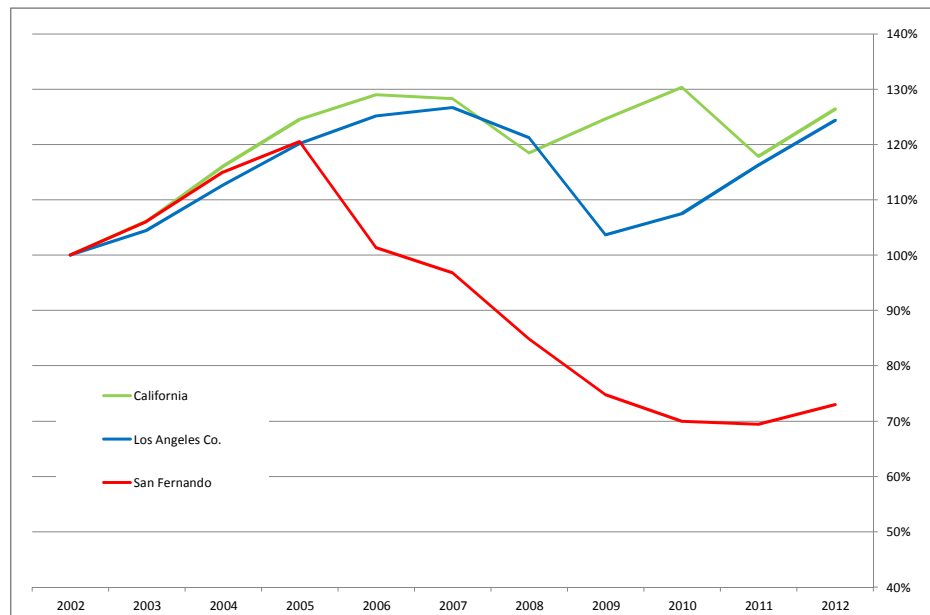


Source: US Census ACS and MR+E

TABLE 18: SALES TAX TREND (IN THOUSANDS)

Table 18
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2012	381,372,823	135,295,582	294,683	0.2%
2011	355,518,038	126,440,737	280,443	0.2%
2010	393,259,857	116,942,334	282,436	0.2%
2009	375,965,447	112,744,727	302,000	0.3%
2008	357,318,427	131,881,744	342,737	0.3%
2007	387,025,102	137,820,418	390,972	0.3%
2006	389,066,572	136,162,552	409,364	0.3%
2005	375,808,125	130,722,373	486,998	0.4%
2004	350,172,688	122,533,104	464,571	0.4%
2003	320,217,054	113,685,422	428,662	0.3%
2002	301,612,306	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

TABLE 19: RESIDENTIAL BUILDING PERMITS
CITY OF SAN FERNANDO

FISCAL YEAR	SINGLE FAMILY DWELLINGS	2ND DWELLING UNITS	MULTI-FAMILY UNITS	NUMBER OF MULTI-FAMILY BUILDINGS
2012 TO 2013	5			
2011 TO 2012	14		82	1
2010 TO 2011	5			
2009 TO 2010	1			
2008 TO 2009	8			
2007 TO 2008	41	2		
2006 TO 2007	12	9		
2005 TO 2006	16	8	52	1
2004 TO 2005	19	12	46	2
2003 TO 2004	8	2	5	2
2002 TO 2003	14			
2001 TO 2002	5			
2000 TO 2001	3			
1999 TO 2000	4			
1998 TO 1999	1			
1997 TO 1998	3			
TOTAL	159	33	185	6

Source: City of San Fernando

X. EXISTING ECONOMIC CONDITIONS

TABLE 20: OFFICE MARKET Q2 2014

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SAN FERNANDO VALLEY	30	2,596,600	17.60%	0.40%	18.10%	20.20%	28,900	48,600	55,800	89,600	0	\$2.29
WEST VENTURA COUNTY	58	3,139,200	21.00%	0.00%	21.00%	20.70%	17,400	55,500	-9,200	29,600	0	\$1.91
SANTA CLARITA VALLEY	31	2,071,900	15.90%	0.30%	16.20%	16.90%	14,800	30,600	14,200	17,300	0	\$2.33
CONEJO VALLEY	106	6,783,600	18.10%	0.20%	18.30%	17.60%	202,600	371,200	-41,200	-30,700	178,700	\$2.19
WEST SAN FERNANDO VALLEY	139	14,767,300	15.90%	0.20%	16.10%	16.30%	453,000	636,500	21,900	-17,500	0	\$2.15
CENTRAL SAN FERNANDO VALLEY	61	4,523,800	9.90%	0.70%	10.60%	9.80%	93,100	225,600	-38,300	-59,700	0	\$2.14
SAN FERNANDO VALLEY SUBTOTAL	230	21,887,700	14.90%	0.30%	15.20%	15.50%	575,000	910,700	39,400	12,400	0	\$2.21
VENTURA COUNTY SUBTOTAL	164	9,922,800	19.00%	0.10%	19.10%	19.10%	220,000	426,700	-50,400	-1,100	178,700	\$2.07
TOTAL	425	33,882,453	16.10%	0.30%	16.40%	16.70%	809,800	1,368,000	3,200	28,600	178,700	\$2.16

Source: Colliers

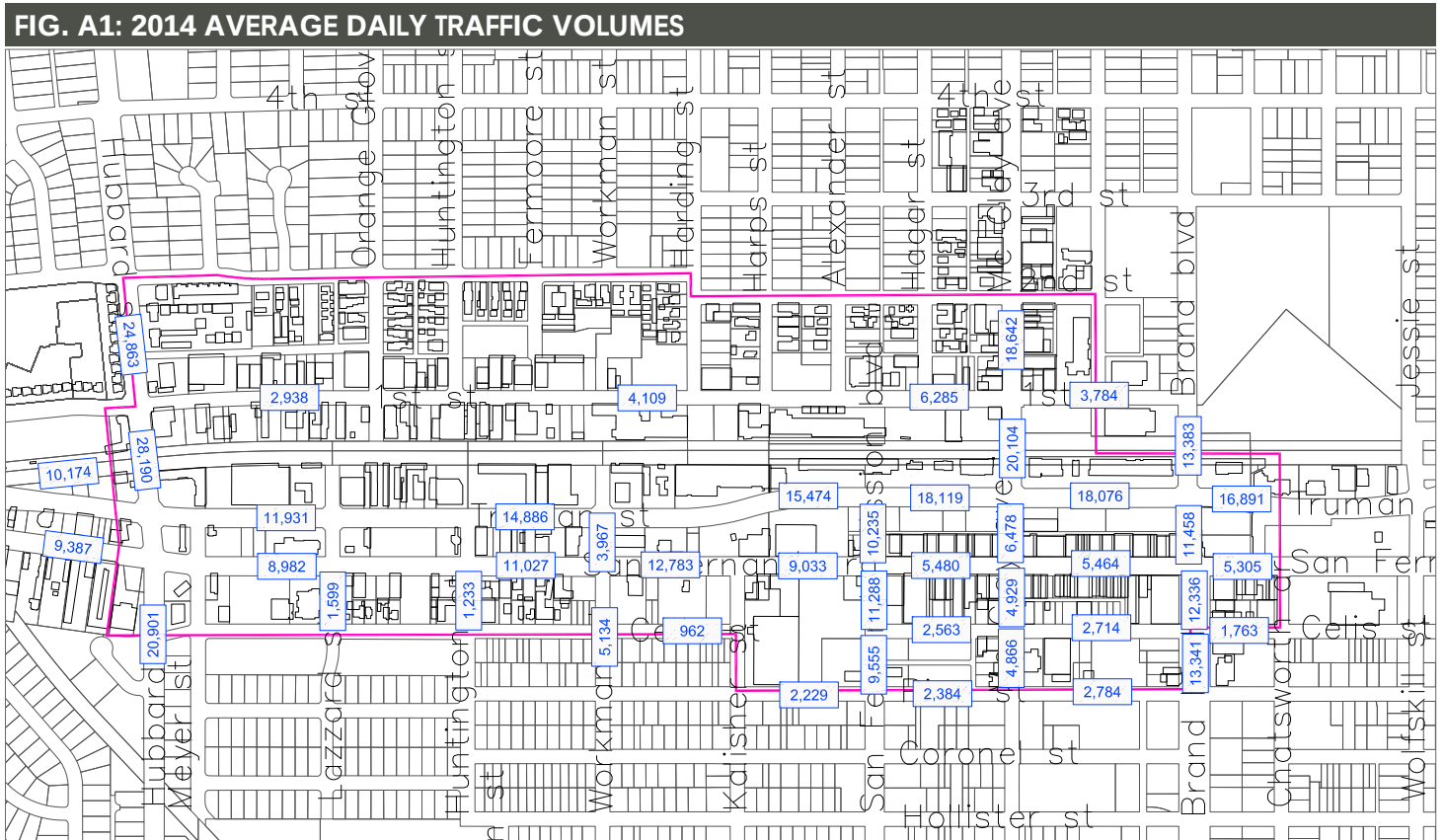
TABLE 21: INDUSTRIAL MARKET – Q2 MARKET

Market	Bldgs.	Total Inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SAN FERNANDO VALLEY	1,618	49,452,700	59,000	2.40%	2.40%	3.40%	314,300	11	373,900	10	688,200	1,331,300	-31,700	317,500	\$0.62
WEST VENTURA COUNTY	1,151	41,883,000	253,400	4.00%	4.00%	5.80%	514,200	9	322,800	10	837,000	1,414,000	20,100	122,300	\$0.54
SIMI VALLEY/MOORPARK	301	10,948,600	0	9.20%	10.40%	10.30%	37,100	2	392,100	3	429,200	586,200	125,300	96,100	\$0.52
SANTA CLARITA VALLEY	430	18,532,200	0	5.80%	5.80%	7.40%	13,100	1	160,200	6	173,300	417,600	-4,900	-125,800	\$0.53
CONEJO VALLEY	237	7,040,000	0	1.30%	1.00%	3.80%	89,400	3	59,700	3	149,100	182,400	-20,700	-3,000	\$0.72
WEST SAN FERNANDO VALLEY	791	25,295,400	86,600	3.10%	2.90%	5.00%	32,100	2	199,700	6	231,800	595,500	-52,800	123,100	\$0.61
CENTRAL SAN FERNANDO VALLEY	430	13,803,700	0	1.30%	1.40%	2.40%	25,000	2	63,300	4	88,300	293,900	17,700	54,600	\$0.55
SAN FERNANDO VALLEY SUBTOTAL	3,289	107,612,000	171,500	3.00%	2.90%	4.40%	428,600	17	797,100	26	1,225,700	2,682,400	-116,900	324,200	\$0.58
VENTURA COUNTY SUBTOTAL	1,669	59,343,400	227,500	4.60%	4.90%	6.30%	596,500	13	774,600	16	1,371,100	2,138,400	170,000	260,700	\$0.53

Source: Colliers

A1. APPENDIX 1 – TRAFFIC COUNTS

Average Daily Traffic Counts were conducted on October 28, 2014 and on November 18, 2014. A small number of segments were recounted on December 4, 2014 due to dislodging of some of the counters during the counting process. The count results are shown in Figure A1.

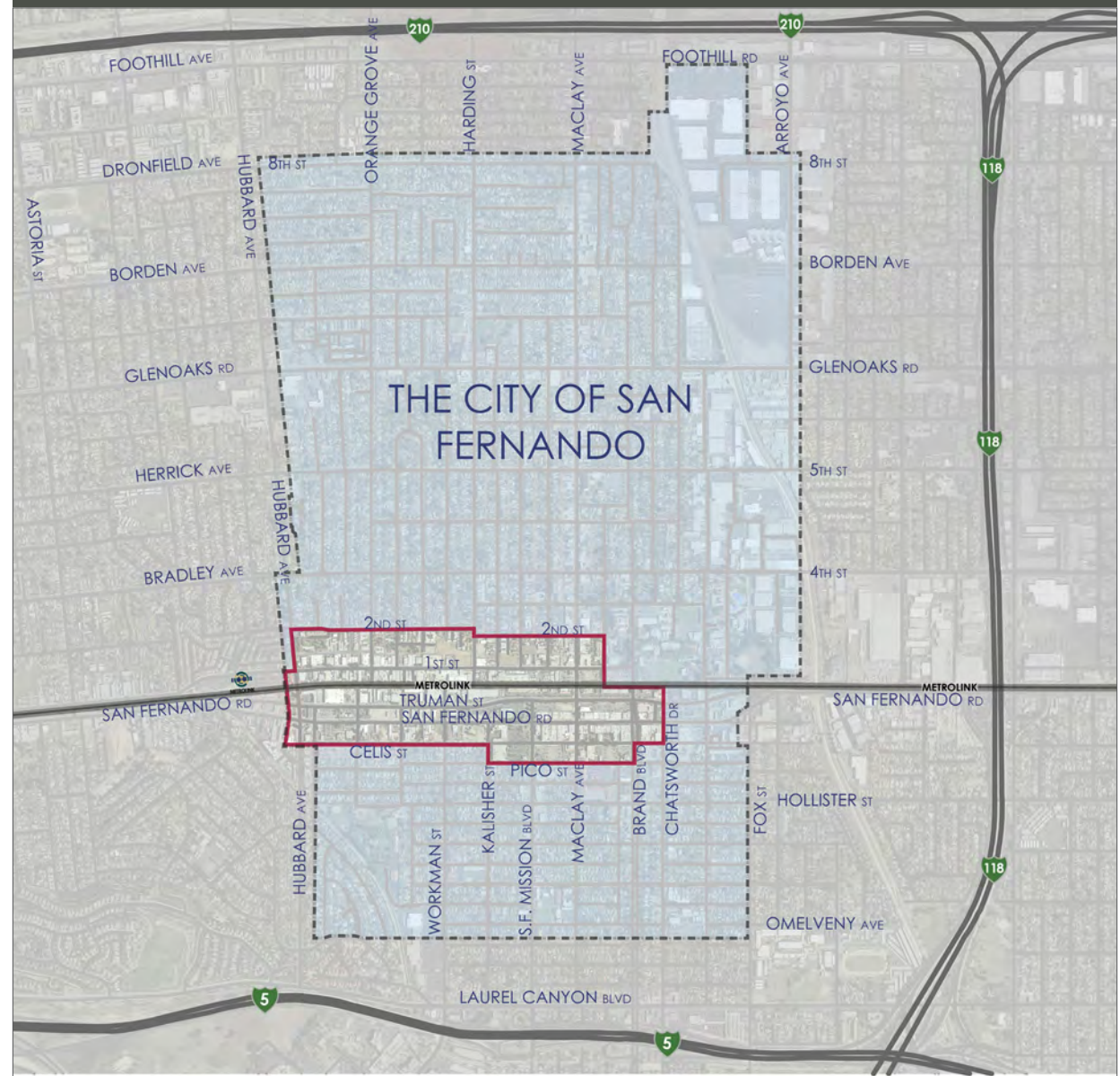


APPENDIX D
SAN FERNANDO CORRIDORS SPECIFIC PLAN
LAND USE SURVEY AND OWNERSHIP ANALYSIS
January 27, 2015



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

FIG. 1: PLANNING AREA



Legend

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

II. EXISTING LAND USE SUMMARY

Existing land use within the Planning Area is varied, with over a dozen different types of uses. The predominant use is commercial, accounting for almost 40% of the total Planning Area (including services and food retail). The majority of the commercial uses are found southwest of the railroad tracks, along Truman Street, San Fernando Road, and Maclay Avenue. These streets form the city's downtown commercial retail district. With the exception of the large properties at the intersection San Fernando Road and Mission Boulevard (El Super shopping center), the majority of the commercial parcels are small (less than an acre in size) and narrow.

The second most prevalent land use within the Planning Area is industrial, comprising roughly a quarter of the total Planning Area. Both sides of the Metrolink tracks are lined with industrial uses. Typical uses are warehousing, storage, auto repair shops, and light industrial (for example, a silkscreen shop or a wood design business).

With a total of only 15 acres and 70 parcels, residential uses are a minority presence in the Planning Area. Residential buildings are concentrated in the northern part of the area, between Hubbard Avenue and Maclay Avenue. Dwellings are primarily 1 to 2-story multi-family apartment buildings and courtyard housing. Accounting for just less than 3% of the Planning Area, there is only one institutional use, the Northeast Valley Health Corporation a major health care facility that occupies the block bounded by Meyer Street, Lazard Street, Celis Street, and San Fernando Road. The railroad tracks used by the

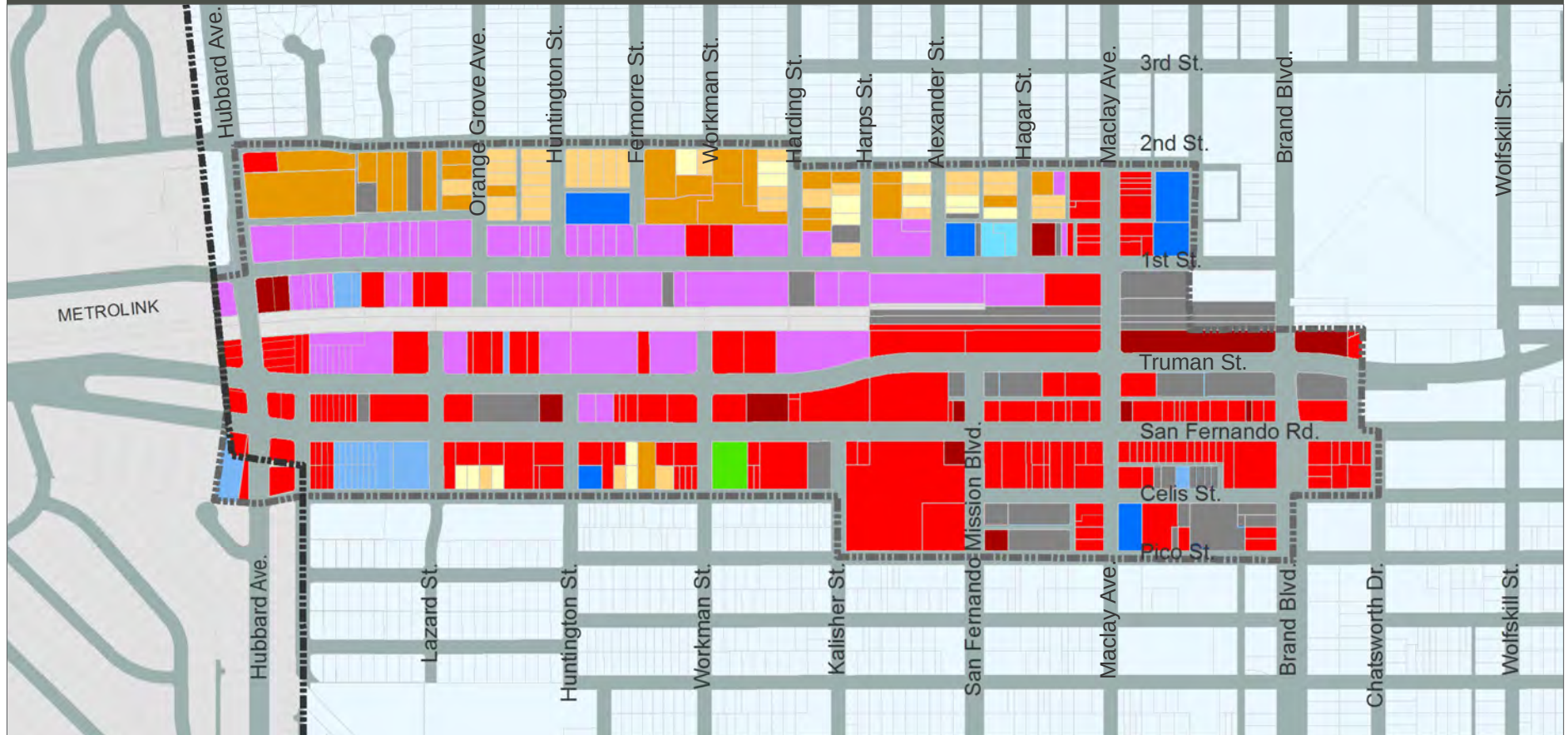
Metrolink tracks neatly bisect the Planning Area in two, covering seven acres with an average right-of-way width of 60 feet.

See Section III (Land Use and Ownership Survey) for a parcel by parcel description of existing land uses.

TABLE 1: EXISTING LAND USES

Existing Land Use	Area (Acres)	Percent of Project Area
Single Family Residential	2.2	2%
2-, 3-, or 4-Unit Residential	5.4	5%
5 or More Unit Residential	7.2	6%
Commercial, Retail, Services	38.6	35%
Food Retail	4.2	4%
Health Care Facilities	0.2	0%
Office	3.4	3%
Industrial	24.4	22%
Parking	9.3	8%
Government or Institutional	9.1	8%
Utilities or Miscellaneous	6.8	6%
Recreational Facilities	0.7	1%
Total	111.5	100%

FIG. 2: EXISTING LAND USES



Legend

Single-Family Residential	Food Retail	Industrial
Two, Three, or Four-Unit Res.	Recreational Facilities	Parking
Five or More Unit Residential	Health Care Facilities	Government or Institutional
Commercial, Retail, & Services	Office	Utilities or Misc

III. LAND USE & OWNERSHIP SURVEY

Table 2 lists the existing land use information for each parcel within the Planning Area. Shown are existing zoning, the General Plan land use, the buildings on each parcel were built, the number of units, the total building square footage, as well as the existing use type and more detailed description of each use. See Figures 3 through 6 on pages 14-17 for the location of each parcel.

TABLE 2: LAND USE SURVEY

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2611009029	1705 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1975	1	1,848	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2611010003	1750 HUBBARD	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2611010028	1754 HUBBARD	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2612006029	1542 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1953	0	5,000	Commercial	Stores
2612006001	1500 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1945	1	4,276	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612002009	1547 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Stores
2612006028	1526 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	5	4,000	Commercial	Stores
2612004015	1631 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	0	5,998	Commercial	Parking Lots (Commercial Use Properties)
2612002005	1523 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	1,137	Commercial	Professional Buildings
2612002013	1513 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1947	0	2,126	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005034	1630 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1998	0	5,592	Commercial	Professional Buildings
2612006011	1539 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	1	752	Residential	Single
2612005031	260 N MEYER	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1983	1	2,728	Commercial	Srvs Shps:Radio - TV - Refrig - Pnt Shp
2612001011	1647 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	0	41,365	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612004016	1661 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1995	1	800	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005033	1600 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	0	11,206	Commercial	Professional Buildings
2612002014	1529 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1947	1	10,839	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612005018	1646 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	2,630	Commercial	Stores
2612002015	1547 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1968	1	11,560	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612004008	1633 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	6,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612006019	1511 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1974	0	1,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612002004	1517 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	8,164	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612006013	1527 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1941	1	660	Residential	Single
2612001007	1601 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1963	0	2,447	Commercial	Service Stations
2611010054	1702 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	1,764	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2612003014	1511 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	0	30,000	Commercial	Parking Lots (Commercial Use Properties)
2612002001	1501 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1987	1	11,024	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612006010	1541 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	1	1,224	Residential	Single
2611009037	1753 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1951	0	2,070	Commercial	Commercial

Source: Los Angeles County Assessors Office via http://rpgis.isd.lacounty.gov/GIS-NET3_Public/Viewer.html http://rpgis.isd.lacounty.gov/GIS-NET3_Public/Viewer.html

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2612006026	1501 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	1	5,056	Commercial	Srvs Shps:Radio - TV - Refrig - Pnt Shp
2521002019	101 S WORKMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1989	0	5,832	Commercial	Stores
2507009271	1753 HUBBARD	SAN FERNANDO	CA	91340	R-2	COM	0	0	0	Industrial	Industrial
2521033002	1107 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1926	1	6,750	Commercial	Stores
2521032001	1100 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1929	0	7,500	Commercial	Store Combination
2521031013	301 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	13,924	Commercial	Banks Savings & Loan
2521032002	1108 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	4,207	Commercial	Stores
2521031011	314 MISSION	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	1	2,501	Commercial	Restaurants - Cocktail Lounges
2521031901	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522002014	1045 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,049	Commercial	Restaurants - Cocktail Lounges
2522002003	911 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	2,250	Commercial	Restaurants - Cocktail Lounges
2522001003	901 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Restaurants - Cocktail Lounges
2522014012	214 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,030	Commercial	Stores
2522003012	1040 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	2,760	Commercial	Stores
2522015007	803 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2002	1	4,772	Commercial	Restaurants - Cocktail Lounges
2522015902	2 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Miscellaneous	Parking Lots (Commercial Use Properties)
2522014019	804 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	3,500	Commercial	Stores
2520001014	2018 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1957	0	6,560	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007007	114 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	2,169	Residential	Three Units (Any Combination)
2521034007	0 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522001901	4 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522014901	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521032012	1123 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1956	0	2,500	Commercial	Stores
2522015006	130 N BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521032013	1116 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1945	1	10,000	Commercial	Stores
2521032003	1111 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1942	0	9,300	Commercial	Stores
2522003030	1045 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2004	0	450	Commercial	Commercial
2522003033	900 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1913	0	25,912	Commercial	Stores
2519002900	117 N MACNEIL	SAN FERNANDO	CA	91340	C-1	PUB	0	0	0	Government	Government Parcel
2522002009	1027 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	1	2,118	Commercial	Stores
2522001904	RAILROAD	SAN FERNANDO	CA	91340	FEATURE		0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522002001	901 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1933	0	7,096	Commercial	Store Combination
2522016001	753 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	24,000	Commercial	Stores
2522003014	204 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1920	0	9,098	Commercial	Store Combination
2522003900	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003008	1028 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1911	1	2,760	Commercial	Stores
2521031005	317 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	3,345	Commercial	Stores
2522004006	1030 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	2,500	Commercial	Parking Lots (Commercial Use Properties)
2522014026	317 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2000	1	2,555	Commercial	Stores
2521033003	1113 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1928	0	2,250	Commercial	Stores
2521033005	1123 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	6,750	Commercial	Stores
2522003013	1042 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	2,592	Commercial	Stores
2522003002	1008 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	0	2,760	Commercial	Stores
2522014011	216 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	5,000	Commercial	Store Combination
2519001903	910 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522003903	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Government Parcel
2519002007	130 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1916	0	1,425	Commercial	Stores
2520007005	128 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	5	3,262	Residential	Five or more apartments

III. LAND USE & OWNERSHIP SURVEY

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520007013	113 HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	2004	2	2,814	Residential	Two Units
2520008007	1718 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1954	0	5,262	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522003901	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003009	1030 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1932	0	2,760	Commercial	Stores
2520010900	120 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	PRK	0	0	0	Government	Government Parcel
2521018012	1235 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	41,058	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2519002008	132 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1921	0	1,380	Commercial	Store Combination
2521031902	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521031006	313 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	2,500	Commercial	Stores
2520009007	1516 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1968	0	39,517	Industrial	Food Processing Plants
2520018006	1416 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1914	0	16,500	Commercial	Parking Lots (Commercial Use Properties)
2520024006	128 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1996	1	2,070	Residential	Two Units
2520019009	129 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	1	2,148	Residential	Two Units
2520018804	1318 FIRST	SAN FERNANDO	CA	91340	M-2	IND	0	0	0		
2522003004	1014 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1940	0	2,610	Commercial	Stores
2522014014	816 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	19,744	Commercial	Store Combination
2520007015	125 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,800	Residential	Two Units
2520010002	1708 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1947	3	2,705	Residential	Three Units (Any Combination)
2521003900	1422 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2012	20	20,840	Commercial	Five or more apartments
2521017022	1345 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	7,000	Commercial	Srvs Shps:Radio - TV - Refrig - Pnt Shp
2519002009	134 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1913	1	3,510	Commercial	Stores
2519002010	110 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1927	1	5,264	Commercial	Stores
2522003029	1045 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1961	0	5,524	Commercial	Stores
2522014020	800 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1942	0	3,288	Commercial	Stores
2520001008	1940 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1935	1	4,865	Commercial	Srvs Shps:Radio - TV - Refrig - Pnt Shp
2521003025	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521034009	1100 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521031903	3 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520017010	125 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1948	4	2,676	Residential	Four Units (Any Combination)
2520024011	111 HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2521001006	1407 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	1	16,150	Industrial	Warehousing - Distribution - Storage
2520017005	1414 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	5,360	Residential	Five or more apartments
2520024005	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2520001001	2040 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1956	1	10,119	Commercial	Restaurants - Cocktail Lounges
2520002018	1941 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1959	0	8,100	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002004	141 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1958	10	6,941	Residential	Five or more apartments
2520010005	144 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	2,730	Residential	Three Units (Any Combination)
2520025003	1115 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1964	0	1,700	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521034905	5 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521033006	1129 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	0	13,425	Commercial	Stores
2520007022	132 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	1,733	Residential	Three Units (Any Combination)
2520010007	1725 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520011046	1602 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1913	2	2,104	Residential	Two Units
2520011045	1621 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1978	0	12,200	Industrial	Warehousing - Distribution - Storage
2521017008	1315 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521019007	1246 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1986	1	2,250	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522001001	104 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1938	0	7,000	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522003005	1016 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1941	0	2,700	Commercial	Stores

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2522003003	1010 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1935	0	2,750	Commercial	Stores
2522014025	313 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	1	1,750	Commercial	Stores
2520001006	2000 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1954	0	816	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520001013	1900 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1950	0	2,100	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520008002	1814 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	2,898	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003028	1438 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1974	0	3,528	Commercial	Stores
2521016020	1334 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	14,080	Recreational	Athletic & Amusement Facilities
2522003010	1034 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	2,760	Commercial	Stores
2522002004	1003 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1929	3	6,750	Commercial	Stores
2522015005	809 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	23,995	Commercial	Banks Savings & Loan
2520025015	111 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1982	0	2,614	Commercial	Stores
2520019008	123 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1921	1	1,008	Residential	Single
2521001004	1423 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	1,400	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2519002005	116 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1973	5	9,759	Commercial	Stores
2520002017	1947 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1960	0	9,600	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007021	1803 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1949	0	4,988	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520010011	1701 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520019016	1321 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	MU	0	0	0	Industrial	Industrial
2520025004	1113 FIRST	SAN FERNANDO	CA	91340	C-2	COM	0	0	0	Commercial	Commercial
2520002002	127 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1952	4	3,205	Residential	Four Units (Any Combination)
2520010009	1711 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1947	1	6,878	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520009003	1606 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	1,176	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520019010	133 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1908	1	1,232	Residential	Single
2520002016	2021 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1958	0	17,812	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520008009	1706 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	2,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520011013	133 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1928	1	1,431	Residential	Single
2520017013	1404 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	3,995	Residential	Five or more apartments
2520025005	116 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1942	2	2,284	Residential	Four Units (Any Combination)
2520002022	1923 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1961	0	5,440	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003023	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521002010	1437 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522002010	1029 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1931	0	4,500	Commercial	Stores
2520007011	1805 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1948	0	1,920	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520019014	132 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	4,353	Residential	Five or more apartments
2520018005	1318 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1963	0	16,000	Industrial	Warehousing - Distribution - Storage
2520010003	1714 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	2,700	Residential	Three Units (Any Combination)
2520008010	1724 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	20,040	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521016011	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	2,500	Commercial	Vacant
2521016012	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	2,500	Commercial	Vacant
2522002006	1013 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	4,500	Commercial	Stores
2520019006	111 N ALEXANDER	SAN FERNANDO	CA	91340	SP-1 - SP-4	MU	1977	0	462	Industrial	Warehousing - Distribution - Storage
2520024012	111 N HAGAR	SAN FERNANDO	CA	91340	C-2	COM	1932	0	4,520	Institutional	Ambulance Dispatch
2521003009	1446 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1950	0	3,713	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522004903	308 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Government Parcel
2522004904	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2522003011	1038 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2004	0	120	Commercial	Commercial
2522003902	11 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522014015	822 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1923	0	2,720	Commercial	Stores

III. LAND USE & OWNERSHIP SURVEY

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520002001	121 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1986	5	6,242	Residential	Five or more apartments
2521003006	1426 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Residential	Single
2519002006	128 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1937	2	1,500	Commercial	Stores
2519002002	100 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520002029	126 N HUBBARD	SAN FERNANDO	CA	91340	R-3	HDR	1983	34	36,174	Residential	Five or more apartments
2520002019	1935 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1957	0	4,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520010004	1720 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	2,700	Residential	Three Units (Any Combination)
2521032004	1122 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	2,500	Commercial	Stores
2520007001	142 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1950	2	1,574	Residential	Two Units
2521016003	1330 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Vacant
2521016900	1320 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521033015	1143 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	0	5,850	Commercial	Stores
2520025016	125 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	4,250	Commercial	Stores
2520007016	131 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,620	Residential	Two Units
2520008004	1806 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1948	0	2,516	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520024002	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1953	0	3,124	Commercial	Parking Lots (Commercial Use Properties)
2521003026	1412 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	0	4,596	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521003015	1427 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	724	Residential	Single
2522002008	1025 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	0	1,890	Commercial	Stores
2522003031	1020 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	2,550	Commercial	Stores
2520002006	1920 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1994	0	13,776	Commercial	Parking Lots (Commercial Use Properties)
2520010001	1702 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1946	3	2,710	Residential	Three Units (Any Combination)
2521034013	1201 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	37,480	Commercial	Stores
2521019006	1242 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1984	1	3,790	Commercial	Stores
2521033014	1201 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	918	Commercial	Restaurants - Cocktail Lounges
2520017007	1425 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1957	0	8,400	Commercial	Parking Lots (Commercial Use Properties)
2520024004	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Single
2520025014	107 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1994	2	1,820	Commercial	Stores
2520024003	108 ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1953	0	3,500	Commercial	Parking Lots (Commercial Use Properties)
2520025013	101 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	2	5,240	Commercial	Stores
2521019001	1204 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1976	1	1,122	Commercial	Restaurants - Cocktail Lounges
2520017008	115 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1923	1	665	Residential	Single
2520001012	1910 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1964	0	8,752	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520009005	1700 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1951	0	10,120	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520018009	1200 FIRST	SAN FERNANDO	CA	91340	M-2	SP-4	0	0	0	Industrial	Industrial
2521002016	1415 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1948	0	8,516	Commercial	Store Combination
2521003029	1445 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1977	0	6,000	Institutional	School
2520002005	1914 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1906	6	5,708	Residential	Five or more apartments
2520001009	1932 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1996	0	3,000	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520017004	124 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	0	0	0	Residential	Three Units (Any Combination)
2520024010	133 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1910	3	1,840	Residential	Three Units (Any Combination)
2520024902	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	0	0	0	Commercial	Ambulance Dispatch
2519002001	104 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1976	0	3,825	Commercial	Stores
2520008008	1712 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	1	5,921	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520025006	124 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1953	1	2,305	Residential	Three Units (Any Combination)
2521002009	1431 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1959	0	5,103	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522002005	1007 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1938	0	16,350	Commercial	Stores
2522003026	1004 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	0	9,000	Commercial	Stores

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2521018013	1345 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	9,972	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521017002	1315 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2521034901	7 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2520010008	1719 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1950	0	3,977	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002026	146 N HUBBARD	SAN FERNANDO	CA	91340	R-3	HDR	1967	1	2,400	Commercial	Stores
2520011015	143 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1926	1	1,360	Residential	Two Units
2520017003	116 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	0	15	0	Residential	Five or more apartments
2520024008	123 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1976	6	4,824	Residential	Five or more apartments
2520019011	116 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1962	18	13,059	Residential	Five or more apartments
2520018012	55 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1996	6	10,553	Commercial	Stores
2521002011	1437 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522002007	1019 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1921	3	4,860	Commercial	Stores
2522004004	0 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	5,000	Commercial	Parking Lots (Commercial Use Properties)
2520002021	1925 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1956	0	3,395	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521003024	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520001007	1946 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1977	1	920	Commercial	Office Buildings
2520002023	1901 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1951	1	14,800	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521033004	1115 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1939	2	4,500	Commercial	Stores
2521032005	1126 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1971	1	4,500	Commercial	Stores
2521003022	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2520007020	1811 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1947	0	2,468	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520025008	1116 SECOND	SAN FERNANDO	CA	91340	C-2	COM	1965	0	2,584	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522001903	RAILROAD	SAN FERNANDO	CA	91340	FEATURE		0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520002007	1928 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1952	3	4,600	Residential	Five or more apartments
2522016009	130 N BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522004007	1023 PICO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1956	0	2,535	Commercial	Stores
2520018002	1404 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1949	0	9,654	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521002017	1437 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	5,760	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002027	2020 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1997	11	12,945	Residential	Five or more apartments
2520001011	1912 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	1,680	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2522014900	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522003021	1023 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	5,400	Commercial	Office Buildings
2522004905	8 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521003007	1432 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	3,269	Commercial	Store Combination
2521017021	1245 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1925	0	15,590	Commercial	Store Combination
2521019030	1200 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	60,760	Commercial	Shopping Centers (Neighborhood - community)
2521033013	1203 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	1,300	Commercial	Stores
2519002011	1013 FIRST	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	3,904	Commercial	Stores
2520007023	136 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1948	3	1,731	Residential	Three Units (Any Combination)
2520007017	137 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,548	Residential	Two Units
2520011034	1616 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1964	14	19,376	Residential	Five or more apartments
2522014017	205 CHATSWORTH	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	8,060	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520002020	1933 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1956	0	3,230	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520001010	1924 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1957	0	2,932	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007018	143 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1952	1	2,308	Residential	Four Units (Any Combination)
2520011044	1531 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1961	0	2,400	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521019031	317 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	2,272	Commercial	Shopping Centers (Neighborhood - community)
2520019007	119 N ALEXANDER	SAN FERNANDO	CA	91340	R-3	HDR	1965	4	3,850	Residential	Four Units (Any Combination)

III. LAND USE & OWNERSHIP SURVEY

TABLE 2: LAND USE SURVEY (CONT'D)

APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2520025007	132 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1963	9	5,740	Residential	Five or more apartments
2520011039	1514 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	0	8	1,400	Residential	Five or more apartments
2520011012	127 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1928	2	1,502	Residential	Two Units
2521016018	1300 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	20,000	Commercial	Stores
2520002011	1946 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1955	6	2,927	Residential	Five or more apartments
2520007014	121 N HUNTINGTON	SAN FERNANDO	CA	91340	R-3	HDR	1947	2	1,548	Residential	Two Units
2521018014	1335 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1958	0	3,646	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2611009036	1705 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	11,694	Commercial	Parking Lots (Commercial Use Properties)
2522002002	907 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1930	1	8,000	Commercial	Store Combination
2521032007	210 MISSION	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1951	0	9,179	Commercial	Stores
2522001902	4 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2520011011	121 HARDING	SAN FERNANDO	CA	91340	R-3	IND	1963	3	2,786	Residential	Four Units (Any Combination)
2521003027	1417 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1924	1	1,688	Residential	Two Units
2521032018	211 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1922	1	9,300	Commercial	Svc Shps:Radio - TV - Refrig - Pnt Shp
2520008003	1810 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1947	0	960	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522014018	808 SAN FERNANDO	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	0	4,435	Commercial	Stores
2520007019	1817 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1952	0	15,972	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521034904	5 CITY PARKING L	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Government	Parking Lots (Commercial Use Properties)
2521001005	1431 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1986	0	14,600	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520002003	137 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1957	5	3,224	Residential	Five or more apartments
2521034012	1201 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1990	0	53,993	Commercial	Stores
2521034011	1231 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1984	0	19,200	Commercial	Stores
2521003014	1431 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1946	2	896	Residential	Two Units
2520017009	123 HARPS	SAN FERNANDO	CA	91340	R-3	HDR	1920	1	1,034	Residential	Single
2521003001	1404 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522003905	12 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2520011014	137 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1922	1	1,135	Residential	Single
2520001005	2008 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1987	0	6,312	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522014024	218 S BRAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1964	0	2,150	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2521031012	307 S MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Professional Buildings
2521032008	1140 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1953	0	60,000	Commercial	Stores
2520010010	1709 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1952	0	5,220	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2520007006	120 ORANGE GROVE	SAN FERNANDO	CA	91340	R-3	HDR	1950	3	1,996	Residential	Three Units (Any Combination)
2612002006	1527 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1968	1	3,510	Commercial	Stores
2520025012	127 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	7,620	Commercial	Stores
2520008001	1824 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1952	0	10,090	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2521032009	1130 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1955	0	5,000	Commercial	Stores
2520002025	1934 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1952	4	6,219	Residential	Five or more apartments
2520017006	1409 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1915	0	1,444	Residential	Two Units
2521002018	1444 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	5,760	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612006012	1531 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1943	3	2,254	Residential	Three Units (Any Combination)
2520009002	1640 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1951	0	7,400	Commercial	Parking Lots (Commercial Use Properties)
2520002015	100 N HUBBARD	SAN FERNANDO	CA	91340	M-1	IND	1958	0	1,887	Industrial	Lumber Yards
2520025010	125 N MACLAY	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial
2522003032	1022 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1912	1	5,280	Commercial	Stores
2520011047	1610 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1920	0	1,341	Residential	Single
2520002028	1950 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1993	0	11,340	Commercial	Parking Lots (Commercial Use Properties)
2612006024	1522 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Commercial

TABLE 2: LAND USE SURVEY (CONT'D)

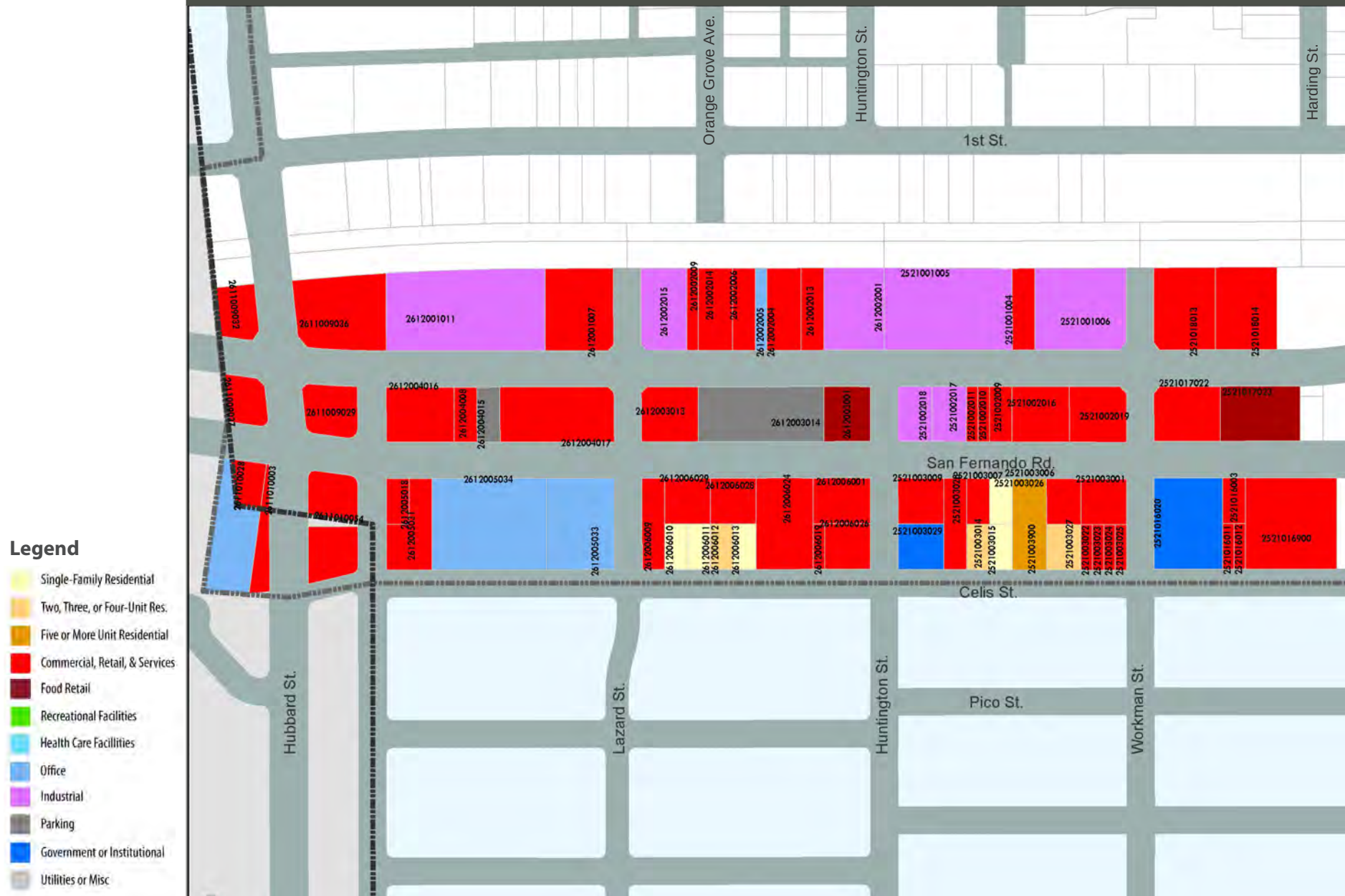
APN	ADDRESS	CITY	STATE	ZIP	ZONING	GENERAL PLAN LAND USE	YEAR BUILT	UNITS	TOTAL BUILDING SF	USE TYPE	USE DESCRIPTION
2521033001	1103 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1972	0	4,500	Commercial	Stores
2612006009	1550 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	2,442	Commercial	Store Combination
2520011030	1520 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1962	6	10,720	Residential	Five or more apartments
2520018004	1414 FIRST	SAN FERNANDO	CA	91340	M-2	IND	1914	0	1,050	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2522004005	1030 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1949	0	31,774	Commercial	Stores
2520025002	1119 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1973	1	3,550	Commercial	Parking Lots (Commercial Use Properties)
2521017023	1327 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1988	1	2,706	Commercial	Restaurants - Cocktail Lounges
2520017001	1425 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1951	0	10,370	Industrial	Lgt Manf.Sm. EQPT. Manuf Sm.Shps Instr.Manuf. Prnt Plnts
2612003001	107 S HUNTINGTON	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	588	Commercial	Restaurants - Cocktail Lounges
2522003904	12 CITY PARKING	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	0	0	0	Commercial	Parking Lots (Commercial Use Properties)
2522002016	1035 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1979	1	9,963	Commercial	Stores
2520024009	129 N HAGAR	SAN FERNANDO	CA	91340	R-3	HDR	1935	1	1,282	Residential	Three Units (Any Combination)
2521032019	1129 CELIS	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1952	0	5,000	Commercial	Stores
2612004017	1601 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1965	0	11,060	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520025001	1119 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1973	1	4,503	Commercial	Restaurants - Cocktail Lounges
2612003013	1547 SAN FERNAND	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	2000	0	2,694	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520024007	1224 SECOND	SAN FERNANDO	CA	91340	R-3	HDR	1921	1	1,857	Residential	Two Units
2520024001	1231 FIRST	SAN FERNANDO	CA	91340	C-2	COM	1953	0	9,806	Institutional	Cemeteries - Mausoleums - Mortuaries
2611009032	1753 TRUMAN	SAN FERNANDO	CA	91340	SP-1 - SP-4	SP-4	1970	1	1,823	Commercial	Service Stations
2519002900	117 N MACNEIL	SAN FERNANDO	CA	91340	C-2	PUB	0	0	0	Government	Government Parcel
2520011041	1529 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	0	35	0	Residential	Five or more apartments
2520011042	1501 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	1972	35	8,384	Residential	Five or more apartments
2520011038	1529 FIRST	SAN FERNANDO	CA	91340	R-3	HDR	0	35	0	Residential	Five or more apartments
2520011006	8112 FIRST	SAN FERNANDO	CA	91340	M-1	IND	1950	0	1,170	Commercial	Auto - Recreation EQPT - Construction EQPT - Sales & Service
2520011043	1501 FIRST	SAN FERNANDO	CA	91340	M-1	IND	0	0	0	Industrial	Industrial
2520017002	112 HARDING	SAN FERNANDO	CA	91340	R-3	HDR	1985	14	6,100	Residential	Five or more apartments

III. LAND USE & OWNERSHIP SURVEY

FIG. 3: EXISTING LAND USES - NORTHWEST QUADRANT

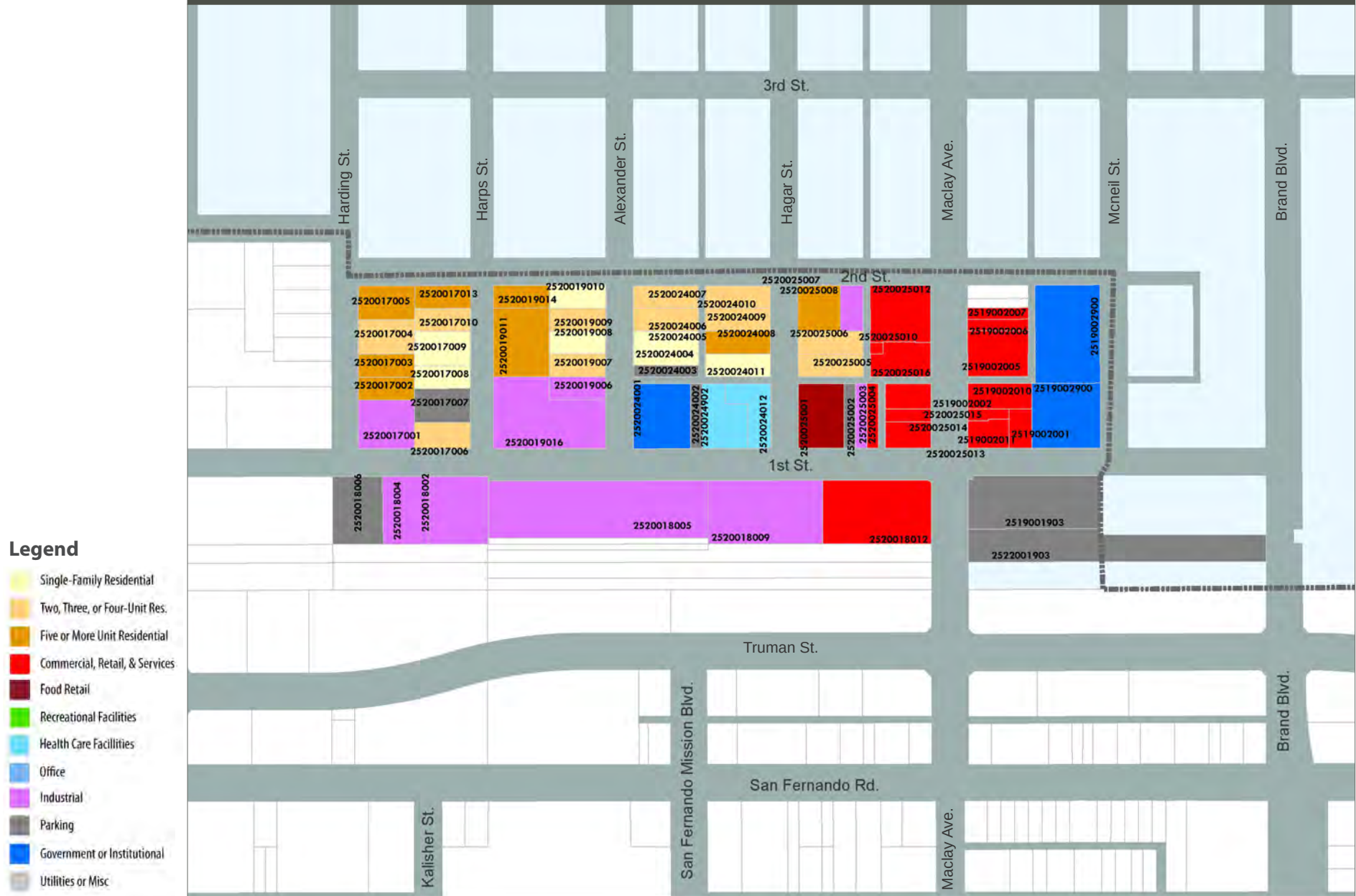


FIG. 4: EXISTING LAND USES - SOUTHWEST QUADRANT



III. LAND USE & OWNERSHIP SURVEY

FIG. 5: EXISTING LAND USES - NORTHEAST QUADRANT



APPENDIX E
SAN FERNANDO CORRIDORS SPECIFIC PLAN
PARKING, ACCESS, AND LINKAGE STUDY
JANUARY 27, 2015





INTRODUCTION:

This report summarizes the existing transportation network connecting the Sylmar/San Fernando Metrolink Station to Downtown San Fernando and surrounding neighborhoods, identifies gaps in that network and describes opportunities for improving connectivity for existing and future transit riders. The framework for future Transit-Oriented Development (T.O.D.) within this area will be a pedestrian-oriented network of complete streets that provide high quality connections to the Metrolink Station for all travel modes, balancing the need for automobile access with the safety and comfort of pedestrians and bicyclists. The existing *San Fernando Corridors Specific Plan*, as well as a number of other on-going transit initiatives have set the stage for such a complete network, and this report provides the foundation for the work to be done in the T.O.D. Overlay Zone planning process.



II. EXISTING CONDITIONS

LOCATION AND POPULATION

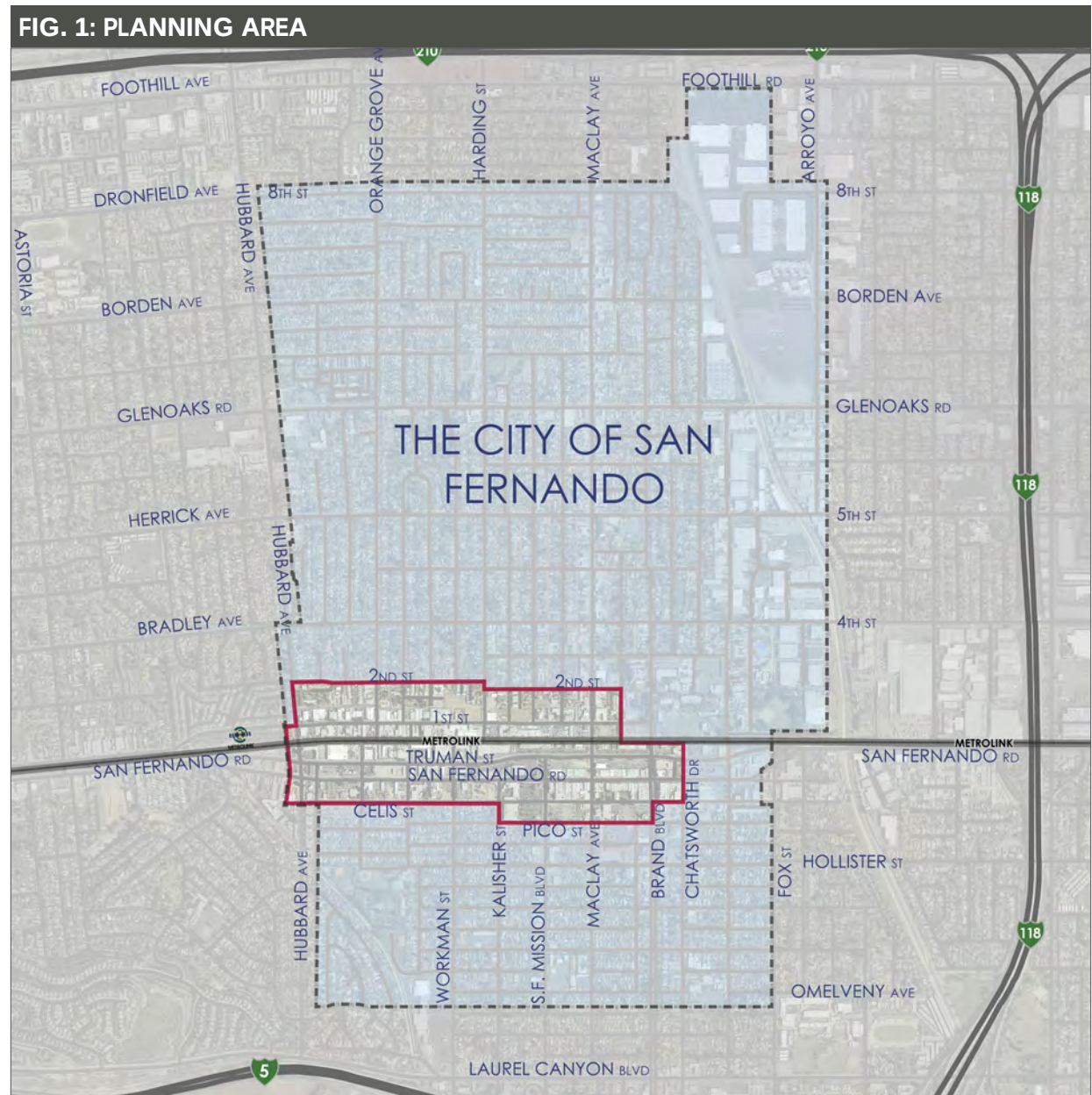
The City of San Fernando is located in the Northeast San Fernando Valley region of Los Angeles County, approximately 20 miles northwest of downtown Los Angeles. San Fernando is completely surrounded by the City of Los Angeles, and has a total area of about 2.4 square miles. The City's population has grown from approximately 18,000 in 1980 to about 23,600 in 2013.

Figure 1 shows the boundaries of the Planning Area, which encompasses the area to the east of the Sylmar/San Fernando Metrolink Station.

Legend

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

FIG. 1: PLANNING AREA



EXISTING TRANSIT SERVICE

METROLINK COMMUTER RAIL AND UNION PACIFIC FREIGHT TRAINS

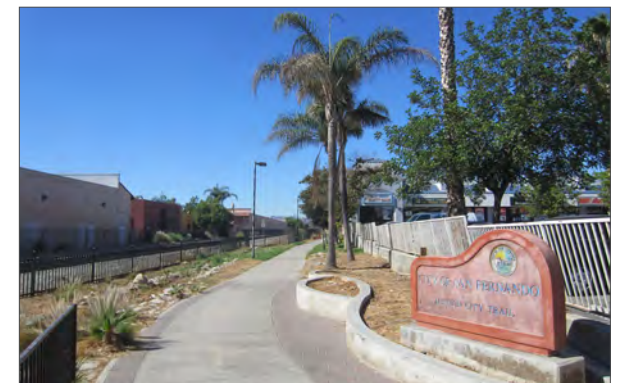
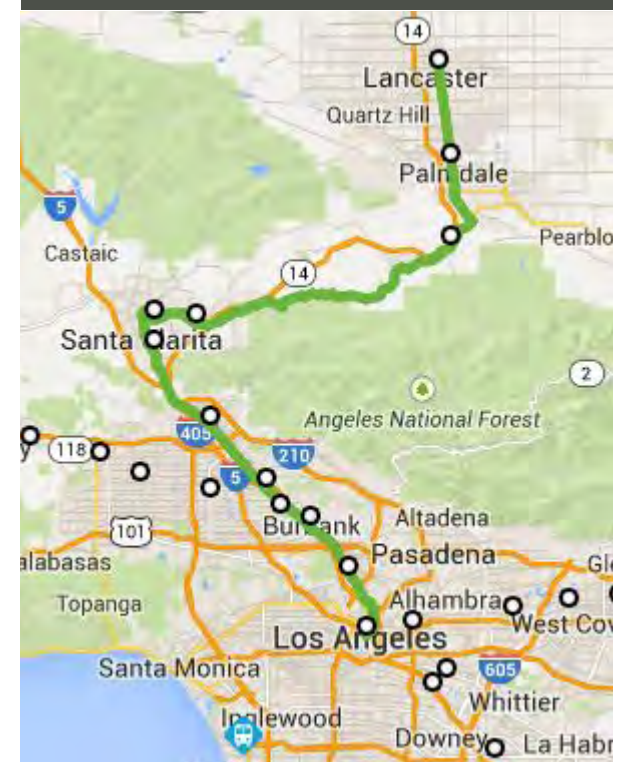
San Fernando is served by the Antelope Valley line of the Metrolink commuter rail service. Trains travel between Lancaster and Los Angeles Union Station, with stops at nine stations in between: Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, Downtown Burbank, and Glendale (see shown in Figure 2). Trains on the line make 15 round trips on weekdays, and six round trips on both weekend days. On weekdays, nine of the 15 round trips make the full trip from Lancaster to Union Station, with the remaining trains turning back at either the Santa Clarita or Via Princessa stations in the Santa Clarita Valley. North County TRANSporter bus service provides connecting service from the Palmdale station to meet most of these “short turning” trains. All trains on the line stop at the Sylmar/San Fernando station.

Travel time from Sylmar/San Fernando station to LA Union Station is approximately 30-40 minutes. Fares vary by distance. A one-way fare to LA Union Station is \$8; a monthly pass is \$215.¹

As shown in Figure 3, the Sylmar/San Fernando Metrolink Station is located just west of the Planning Area, near the intersection of Hubbard Avenue and First Street. Both the station and its park-and-ride lot sit just outside San Fernando’s city limits. The 375 space lot is free of charge.

The Antelope Valley line’s railroad right-of-way is owned by the Los Angeles County Metropolitan Transportation Authority (known as LACMTA or Metro), with the exception of a stretch in the Palmdale to Lancaster section of the line. The corridor is operated and maintained by the Southern California Regional Rail Authority (SCRRA), which owns and operates the Metrolink commuter rail service. In addition, the Union Pacific Railroad operates freight service along the corridor.

FIG. 2: ANTELOPE VALLEY LINE



View of the Antelope Valley line right-of-way.

¹ "Metrolink All Lines Timetable Effective April 7, 2014." Accessed September 3, 2014. http://www.metrolinktrains.com/pdfs/Timetables/Metrolink_All_Lines_timetable.pdf.

II. EXISTING CONDITIONS

METRO BUS SERVICE

The Planning Area is also served by seven Los Angeles County Metropolitan Transportation Authority (Metro) bus routes, including five routes that provide peak headways of 15 minutes or better (see Table 1). All of these routes connect directly to the Sylmar/San Fernando station except route 234. As shown in Figure 3, Truman Street and Brand Boulevard form the major transit corridors in the Planning Area. (Outside of the Planning Area, most bus routes on Truman Street transition to San Fernando Road.) Some service is also provided on Maclay Avenue, San Fernando Mission Boulevard, and Hubbard Avenue.

TABLE 1: SUMMARY OF METRO BUS SERVICE IN SAN FERNANDO

Route	Service Type	Weekday Frequency	Days of Operation
94	Local	15-20 minutes	Daily
224	Local	10-15 minutes	Daily
230	Local	12-20 minutes	Daily
234	Local	17-20 minutes	Daily
239	Local	60-70 minutes	Weekdays
734	Rapid	15-20 minutes	Weekdays
794	Rapid	15-20 minutes	Weekdays

SAN FERNANDO TROLLEY.

The San Fernando trolley offers daily service, stopping at 28 locations throughout the City, including at several stops within the Planning Area. Service runs from 10 a.m. to 4 p.m. on weekdays, and 11 a.m. to 4 p.m. on weekend days. The trolley runs on a continuous loop, with average stop waits of 20-25 minutes. The fare is \$0.25. Figure 3 provides a map of the trolley service.²



A Metro Local bus.



A Metro Rapid bus.



A San Fernando Trolley.

² "San Fernando Trolley Route Schedule." Accessed September 3, 2014. http://www.ci.san-fernando.ca.us/trolley/SANF-1_One%20Sheet.LINO.pdf.

II. EXISTING CONDITIONS

PROPOSED TRANSIT SERVICE

On March 13, 2013, LA Metro's Board of Directors approved a motion to recognize five transportation priorities adopted by the San Fernando Valley Council of Governments (SFVCOG):³

1. Connect Bob Hope Airport with Transit.
2. Upgrade Metrolink and Los Angeles to San Diego (LOSSAN) Corridors.
3. Develop the I-405/Sepulveda Pass and East San Fernando Valley North-South Transit Corridors.
4. Complete the High Occupancy Vehicle Lane System.
5. Connect and Coordinate Transit Systems Serving the San Fernando Valley.

An 11-page staff report presented to the Metro Board's Planning & Program Committee on June 19, 2013 provides a useful overview of these five transportation priorities, the projects subsumed within them, and their funding and implementation status. Several proposed projects that fall under the umbrella of these five transportation priorities are particularly relevant to the Planning Area. These are summarized in the following paragraphs.

³ Los Angeles County Metropolitan Transportation Authority. "Metro Staff Report - June 19, 2013 - Item 31 - Planning and Programming Committee Meeting.pdf," June 19, 2013. Accessed September 8, 2014. http://media.metro.net/board/items/2013/06_june/20130619p&pitem31.pdf.

CONNECT BOB HOPE AIRPORT WITH TRANSIT

Construction of the new Metrolink station at Hollywood Way on the Metrolink Antelope Valley Line is currently underway, is fully funded, and is scheduled to become operational in early 2015.⁴ This will provide San Fernando residents with a nonstop ride from the Sylmar/San Fernando Metrolink Station to the new Bob Hope Airport Station, supplementing the existing bus service, which offers a 30 minute ride to the airport, with a potentially faster option (a 10-12 minute train ride, with free connecting shuttle to the airport terminal). However, as with current Metrolink trains, the usefulness of this option will be limited by the relatively low frequency of the current 30-train per day Metrolink schedule. In the future, Metrolink service from San Fernando to this new station will also, if the California High-Speed Rail line is built as proposed, provide San Fernando with a non-stop connection to the future high-speed rail stop at this location.

PROPOSED METROLINK UPGRADES

Metrolink currently operates with a single track at many points along the Antelope Valley line, including the entire section of track through the City of San Fernando and at the Sylmar/San Fernando Station, which creates constraints for the number of trains Metrolink can operate.

⁴ Metrolink. "Metrolink, Metro and the Bob Hope Airport Hold Groundbreaking Event for the Bob Hope Airport-Hollywood Way Metrolink Station." Accessed September 8, 2014. http://www.metrolinktrains.com/news/news_item/news_id/857.html

The SFVCOG transportation priority described as "Upgrade Metrolink and Los Angeles to San Diego Corridors" includes the following projects:

- Where possible, double-track the Metrolink Antelope Valley and Ventura lines to eliminate chokepoints and potential for train collisions.
- Where possible, construct grade separations to eliminate dangerous crossings.
- Straighten railroad tracks where possible to increase travel speeds.
- Construct "run-through" tracks at Union Station (allowing trains from destinations such as San Diego to run straight through Union Station to points north, such as San Fernando).

These projects can be expected to lead to improved schedule options and travel time reductions. The Antelope Valley Line Infrastructure Improvement Strategy,⁵ adopted by the LA Metro Board in March 2012, provides details on these proposed improvements.⁶ Two aspects of the Improvement Strategy have important implications for San Fernando: the recommendation to double-track the Antelope Valley line where possible, and the proposal to construct grade separations to eliminate dangerous crossings where possible.

⁵ "Metro Staff Report on the Antelope Valley Line Infrastructure Improvement Strategy, March 14, 2012 - Item 14 - Planning & Programming Committee." Accessed September 8, 2014. http://media.metro.net/board/items/2012/03_march/20120314P&Pitem14.pdf.

⁶ "MTA Approves Improvements to Antelope Valley Metrolink Line | The Antelope Valley Times." Accessed September 8, 2014. <http://theavtimes.com/2012/03/22/mta-approves-improvements-to-antelope-valley-metrolink-line/>.

Both recommendations could be implemented independently of high-speed rail funding or construction.

Double-tracking: Consistent with the SFVCOG transportation priorities, Metro is proposing a project to double-track the segment of the Antelope Valley Line from Roxford Street in Los Angeles (approximately 1 mile southeast of the Interstate 5/ State Route 14 interchange) to North Brighton Street in Burbank (just east of Bob Hope Airport). This segment includes the entire length of the Metrolink line within San Fernando city limits. The estimated cost of this project is \$108 million, and is 50% funded from California High-Speed Rail Authority Proposition 1A funds. Other funding needs to be identified to complete the project. This segment is included in the environmental work for the California High-Speed Rail project. However, Metro staff is working to advance the project separately from the High-Speed Rail Project.⁷

Metro issued a request for proposals (RFP) for engineering services to complete the design of this project on September 15, 2014. This RFP noted that, in addition to adding a second track throughout the Roxford to Brighton corridor, a second side platform and a grade separated pedestrian crossing are proposed at Sylmar/San Fernando station as well.⁸

⁷ Confirmed by Don Sepulveda of Metro in a phone call on October 6, 2014. Metro's plans for double tracking are also discussed in the following document: "Los Angeles County Metropolitan Transportation Authority. "Metro Staff Report - June 19, 2013 - Item 31 - Planning and Programming Committee Meeting.pdf," June 19, 2013. Accessed September 8, 2014. http://media.metro.net/board/Items/2013/06_june/20130619p&pitem31.pdf.

⁸ Confirmed by Don Sepulveda of Metro in a phone call on October 6, 2014.

According to the RFP, construction is anticipated to occur from October 2017 to June 2019. The RFP also notes that the second track for Metrolink trains will be added east of the current single main line track, and future High-Speed Rail tracks would eventually be added on the west side of the Metrolink tracks (if High-Speed Rail runs at grade through the corridor).

According to Metro representatives, the Metro-owned railroad right-of-way within the City of San Fernando is generally 100 feet wide, with a few "pinch points" at which the right-of-way narrows to approximately 85 feet in width. According to Metro, a 100 foot right-of-way allows sufficient space for two Metrolink tracks, an additional two tracks for high-speed rail, and the San Fernando Bike Path. Metro representatives further note that if the high-speed rail alternative which bypasses San Fernando by tunneling directly through the San Gabriel Mountains to Burbank is chosen, then the width reserved for high-speed rail tracks could be used instead for two light rail tracks.

Grade Crossing & Corridor Safety Program: The Antelope Valley Line Infrastructure Improvement Strategy and the SFVCOG transportation priorities memo both identified the need for safety enhancements, with particular focus on grade crossings, and identifies priority locations for grade crossing improvements. The Antelope Valley Line has 41 public at-grade crossings, 16 private at-grade crossings, and seven pedestrian at-grade crossings, including four at-grade road crossings in the study area: at Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Wolfskill Street/Jessie Street. According to the Antelope Valley Line Infrastructure

Improvement Strategy and Metro's June 19, 2013 Staff Report on SFVCOG's five transportation priorities, the Los Angeles County Grade Crossing and Corridor Safety Program will further evaluate specific grade separations to advance.⁹ The request for proposals for a consultant team to develop this grade crossing and corridor safety program is currently scheduled to be released by the end of 2014.

⁹ Ibid.

II. EXISTING CONDITIONS

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT

LA Metro is currently conducting a study to improve transit service in the 11-mile corridor running from the Sylmar/San Fernando Metrolink Station to Van Nuys Station on the Metro Orange Line, along San Fernando Road and Van Nuys Boulevard.¹⁰ This corridor is currently served by Metro Rapid Route 734. The study commenced in 2011, and is currently in environmental review stage, with an updated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) scheduled to be released by late 2015, and final environmental clearance planned for 2015 or 2016.¹¹ Service could be operational by 2018. The project is funded by Measure R, which has dedicated \$170.1 million for the project.

The project has identified three potential transit alternatives for the corridor: bus rapid transit (BRT), light rail (LRT), or a tram (modern streetcar), as shown in Figure 4. Under the BRT alternative, the line would likely have dedicated lanes outside of San Fernando, but would not have dedicated lanes on Truman Street within the City of San Fernando. There would be few major changes to the roadway in San Fernando, other than upgraded bus stops.

At the current stage of design, the light rail alternative is proposed to terminate at San Fernando

Road, before reaching the City of San Fernando, with feeder bus service operating along San Fernando Road to the Sylmar/San Fernando Metrolink Station. (According to Metro representatives, if this alternative is chosen, the light rail line could potentially eventually be extended to the Sylmar/San Fernando station by adding two tracks for it within the railroad right-of-way. However, as noted below in the High-Speed Rail section, the existing right-of-way and generally has sufficient width for only four tracks plus the San Fernando Bike Path, meaning that the existing right-of-way could accommodate two Metrolink tracks plus two high-speed rail tracks, or two Metrolink tracks plus two light rail tracks, but not six tracks to serve all three operations.) The tram (streetcar) alternative would run in mixed-flow traffic on Truman Street or San Fernando Road within the City, and would also make stops at Maclay Avenue and the Metrolink Station.

BRT along the full corridor is projected to cost \$294 million at a minimum to construct, the tram/streetcar is projected to cost \$1.3 billion, and LRT is projected to cost at least \$2.7 billion.¹² Metro's Long Range Transportation Plan has reserved \$170.0 million for the project.

Metro now proposes to construct the project in phases, beginning with an initial bus or rail project in a dedicated right-of-way on 6.7 miles of Van Nuys Boulevard between the Metro Orange Line and San Fernando Road. This segment of the corridor has the highest ridership today, and the slowest speeds. By implementing the project in phases, an initial segment of the BRT alternative could be funded with minimal additional funding beyond what is already available.

¹⁰ Metro. "East San Fernando Valley Transit Corridor". Accessed September 16, 2014. <http://www.metro.net/projects/east-sfv/>.

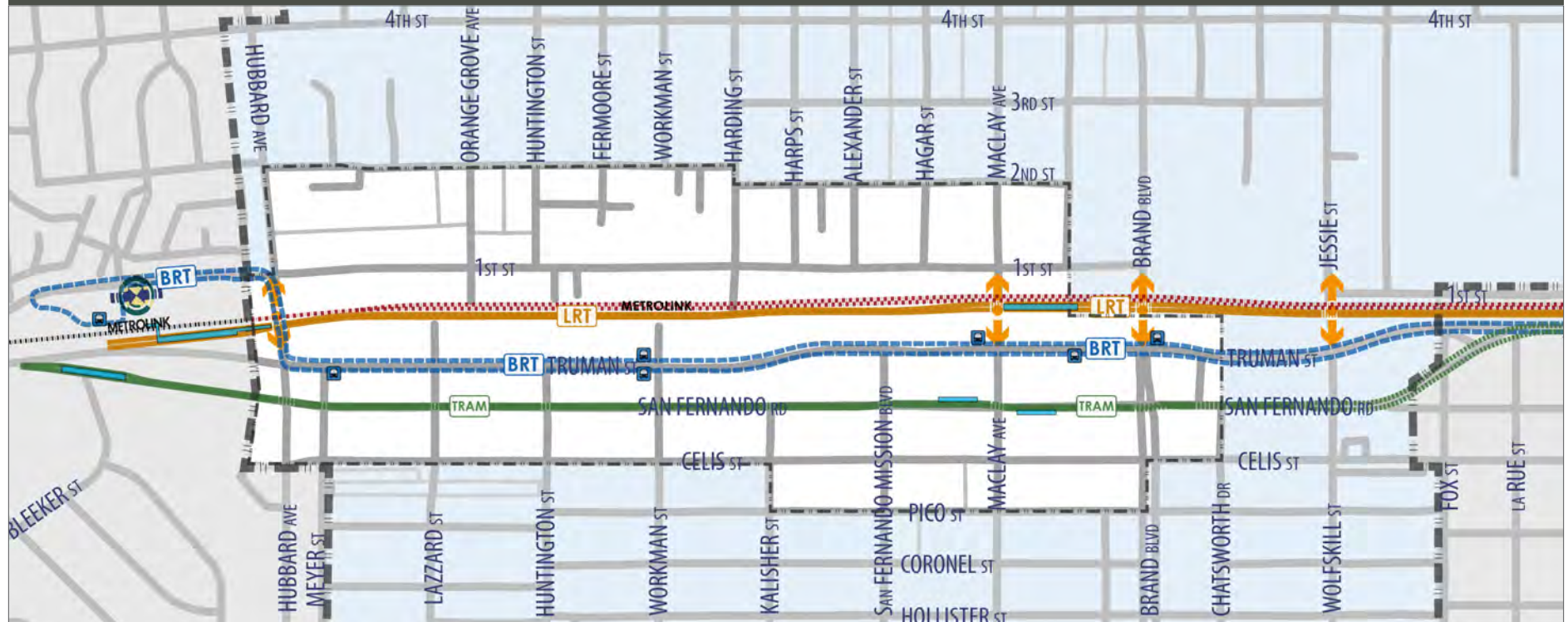
¹¹ Metro. "East San Fernando Valley Transit Corridor Study Draft EIS/EIR Fact Sheet (Summer/Fall 2014)". Accessed September 16, 2014. http://media.metro.net/projects_studies/east_sfv/images/eiseir_esfv_2014-09.pdf.

¹² Metro. "East San Fernando Valley Transit Corridor Project Information Meetings - November 2014". Accessed November 18, 2014. http://media.metro.net/projects_studies/east_sfv/images/meetings_eastsfv_2014-1112.pdf



A Bus Rapid Transit (BRT) Vehicle.

FIG. 4: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ALTERNATIVES



Legend

- Proposed Light Rail Transit Route
- Proposed Tram Route
- Proposed BRT Route
- Proposed LRT / Tram Station
- Proposed BRT Stop
- Railroad Crossing (vehicular)
- Railroad Crossing (pedestrian)
- Metrolink Station



A tram, or modern streetcar.



A light rail train.

II. EXISTING CONDITIONS

CALIFORNIA HIGH SPEED RAIL



Under one proposed alternative currently being studied by the California High-Speed Rail Authority (CHSRA), the California High Speed Rail line from Los Angeles to San Francisco,

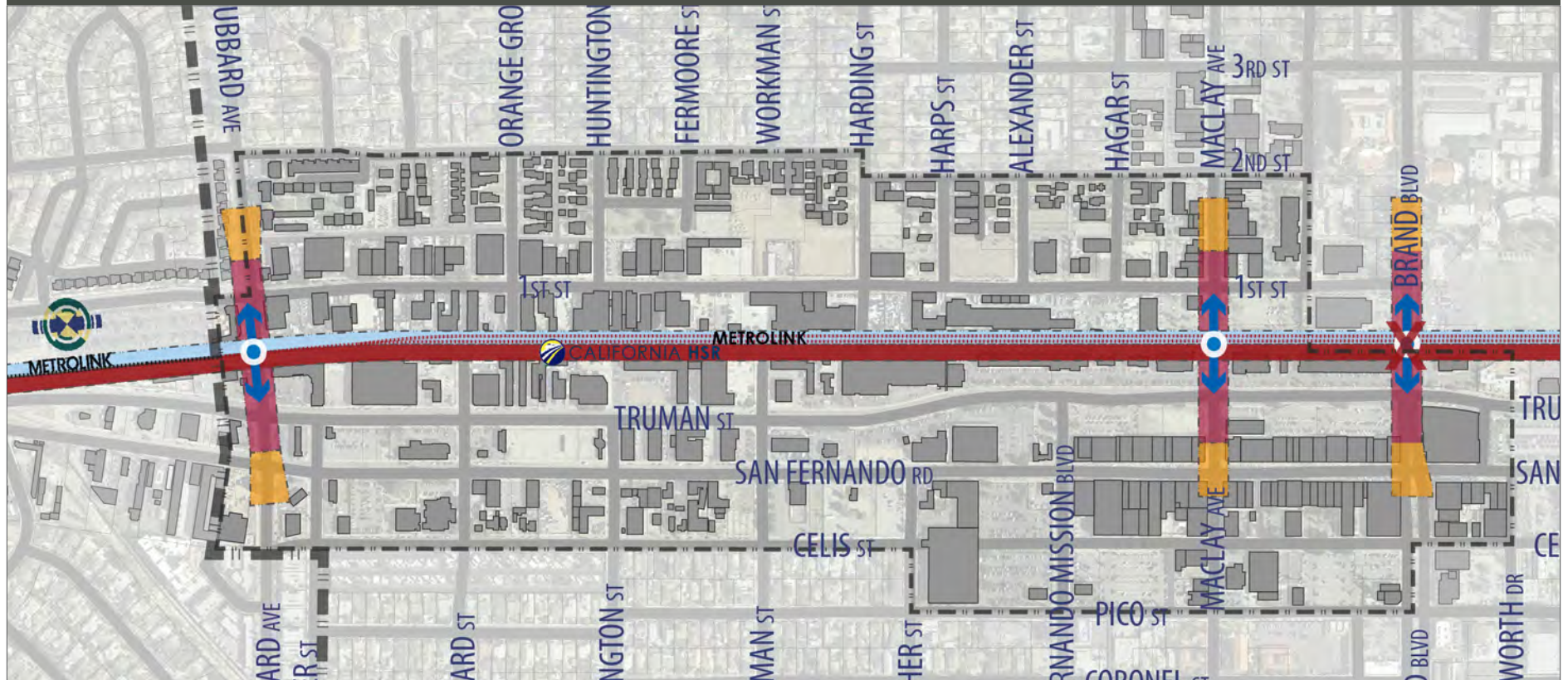
that has now begun construction in the Central Valley, would pass through San Fernando using the existing railroad right-of-way, which it will continue to share with Metrolink and Union Pacific trains. The CHSRA anticipates the nearest station will be located in Burbank, at the Bob Hope Airport. An alternative alignment now being studied by CHSRA would bring high-speed rail from Palmdale directly to Burbank by tunneling through the San Gabriel Mountains, bypassing the City of San Fernando entirely. The 2014 Business Plan for High Speed Rail includes the segment from Burbank north to the Central Valley in the initial operating segment, which is scheduled to open by 2022.

For the alternative that would bring high-speed rail through the City of San Fernando along the Metrolink corridor, CHSRA is still studying the potential configuration of rail line as it passes through the City (see Figure 5). The Authority proposed that under this alternative, the that tracks would primarily run at-grade. At intersections, cross streets would be trenched or elevated to separate them from the rail tracks. The current design, shown in Figure 6, shows a sample cross-section which assumes a 110 foot right-of-way. A final EIR/EIS for this segment is scheduled to be finalized in 2015.

CITY'S POSITION ON HIGH SPEED RAIL

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

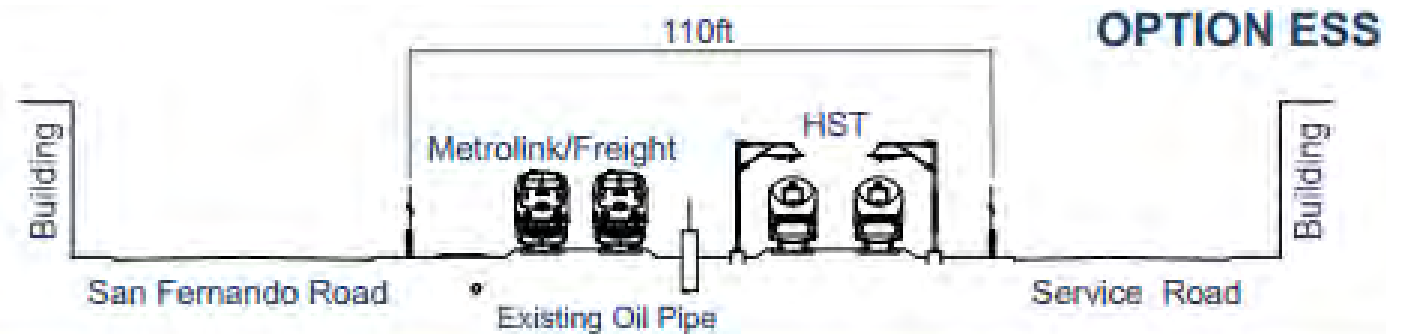
FIG. 5: POTENTIAL HIGH SPEED RAIL (AT GRADE ALTERNATIVES)



Legend

- Proposed High Speed Rail R.O.W
- Proposed Metrolink R.O.W
- Potential HSR Under/Overcrossing
- Probable Rail Crossing Closure
- Required R.O.W for Undercrossing
- Required R.O.W for Overcrossing
- Metrolink Station

FIG. 6: PROPOSED CONCEPTUAL CONFIGURATION OF HIGH SPEED RAIL TRACKS IN SAN FERNANDO



II. EXISTING CONDITIONS

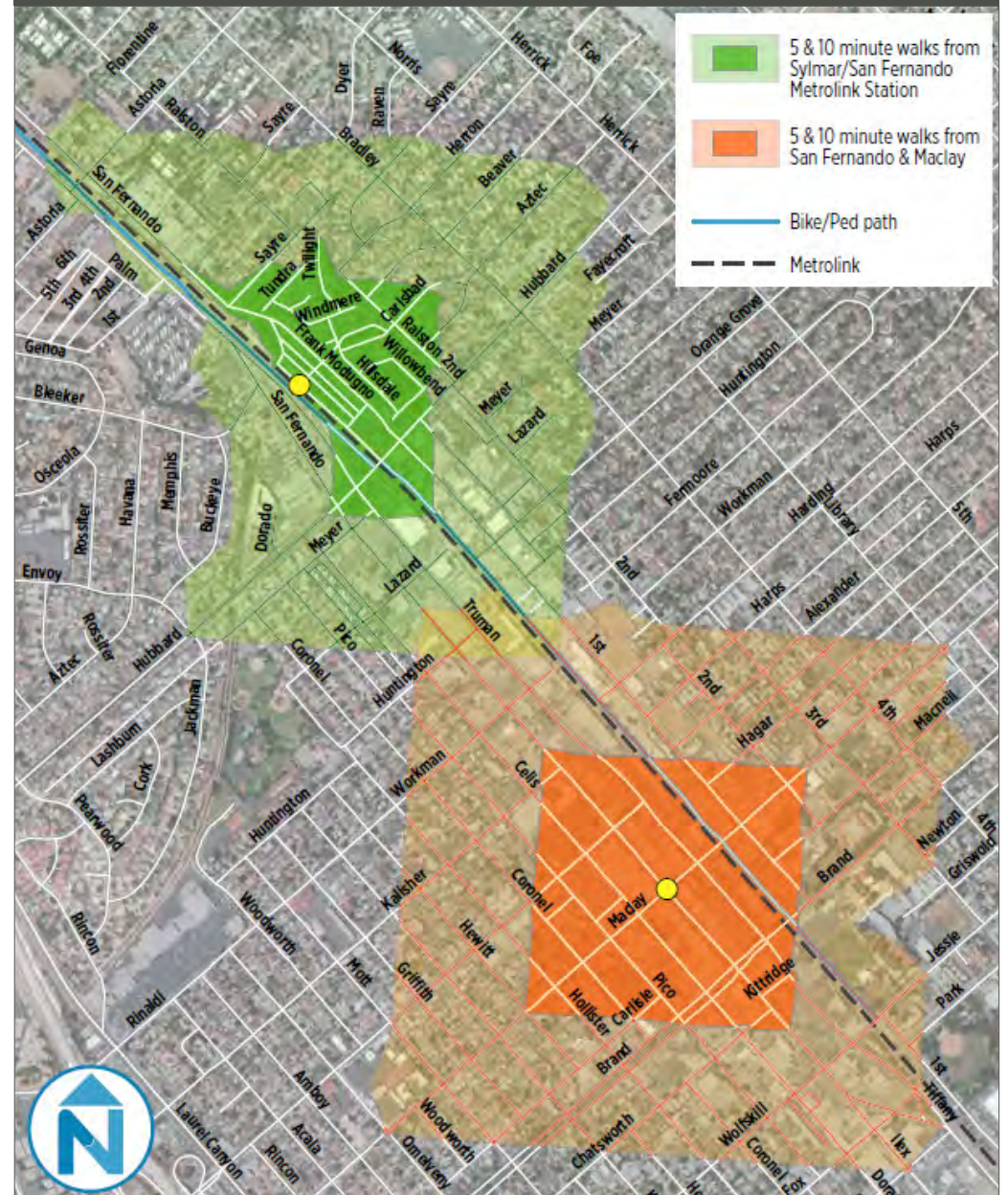
WALKING

Sidewalks are generally provided on most streets in the Planning Area, and are supplemented by the bicycle/pedestrian path along the Metrolink rail line. Figure 7 shows the five and 10 minute “walksheds” for the Metrolink station (i.e., the areas lying within a five and 10 minute walk of the station) and for the intersection of San Fernando Road and Maclay Avenue. Walking distances are measured along the street and bicycle/pedestrian path network, rather than as the crow flies, and assume pedestrians can travel, on average, a quarter-mile in five minutes. As can be seen in Figure 7, the railroad tracks create a major barrier to pedestrian connectivity.

BICYCLING

San Fernando’s only bicycle facility is the San Fernando Road Bike Path, which runs adjacent to the railroad right-of-way, extending one block southeast of the Planning Area boundary to Wolfskill Street, and about two miles northwest of the Planning Area, to Roxford Street in Los Angeles (see Figure 8). Construction was recently completed on a 2.75-mile extension of the path from Wolfskill southeast to Branford Street in Los Angeles.¹⁰ A third phase would eventually extend the path to West Hollywood. The existing path segment provides an important cross-town bike connection in San Fernando, though crossing major arterials such as Maclay Avenue poses a challenge, as cyclists must divert a significant distance to the nearest crosswalk to cross the street.

FIG. 7: WALKING SHED FROM KEY LOCATIONS IN STUDY AREA (5 & 10 MIN.)



¹⁰ Source: <http://ladotbikeblog.wordpress.com/bike-path-projects-2/>. Accessed August 24, 2014.

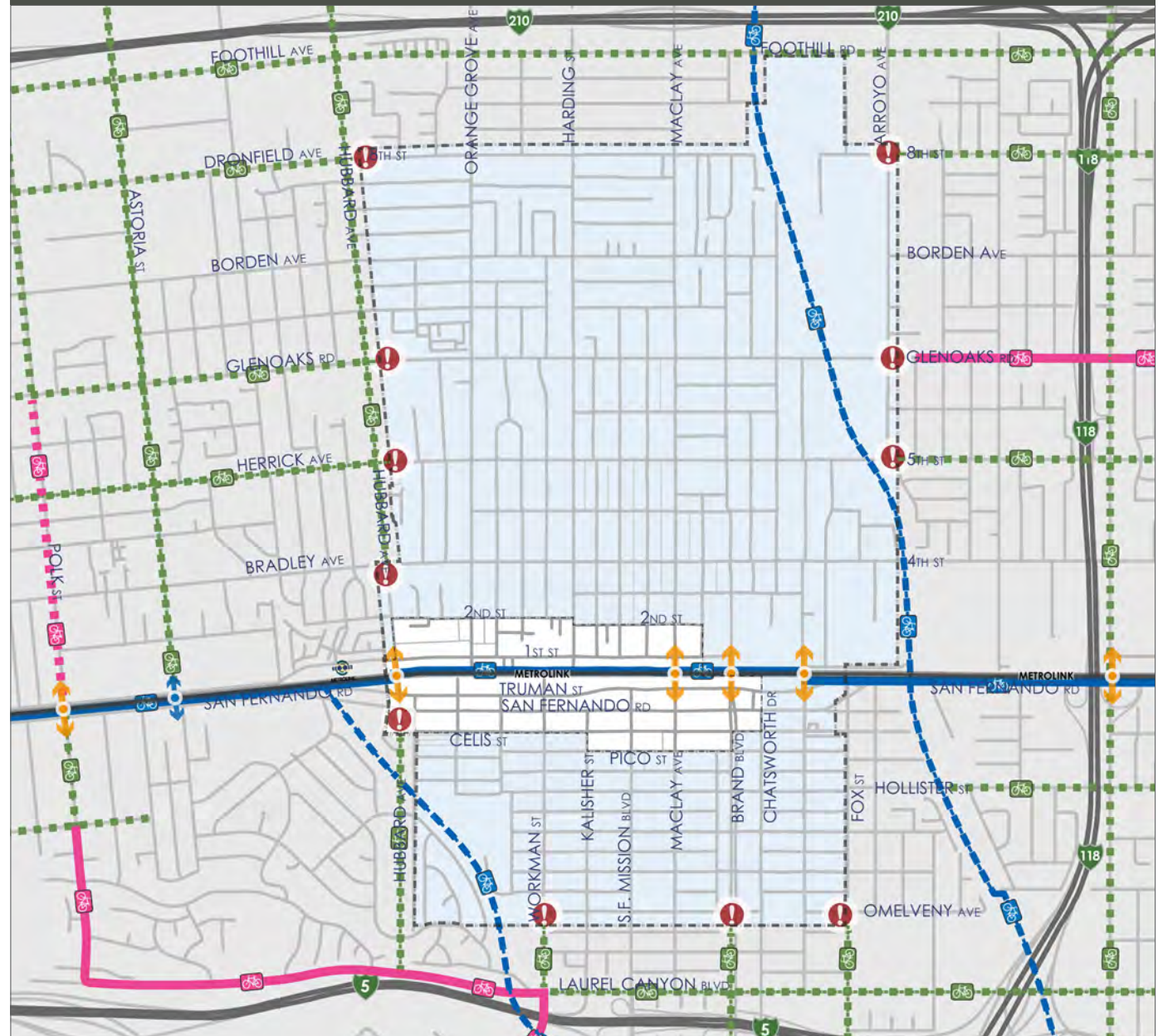
The City has also sought funding to construct a bike path along the entire length of the Pacoima Wash within the city, from San Fernando Road to Foothill Boulevard. The Pacoima Wash is located half a mile outside of the Planning Area, but a future bike path along the Pacoima Wash would provide an important connection to the Planning Area via the (currently under construction) Wolfskill-Branford Street extension of the San Fernando Road Bike Path.

No other bike facilities exist in the City at present. The City's 1993 Bikeway Master Plan and the County's 2011 Bikeway Master Plan do not identify any future expansions, other than extending the San Fernando Road Bike Path. Existing bicycle lanes on Brand Boulevard extend nearly to the City's southern boundary, but do not continue into San Fernando.

Legend

-  Existing/Planned Class I Bike Lane
-  Existing/Planned Class II Bike Lane
-  Existing/Planned Class III Bike Lane
-  Railroad Crossing (Street)
-  Railroad Crossing (Pedestrian)
-  Bicycle Network Termination

FIG. 8: EXISTING BICYCLE NETWORK



II. EXISTING CONDITIONS

PARKING

EXISTING CONDITIONS

On-street parking is permitted along most street segments within the Planning Area (see Figure 9), although it is prohibited along Truman Street between Workman Street and Kittridge Street; along Hubbard Avenue; along San Fernando Mission Boulevard; along Maclay Avenue south of First Street; and along Brand Boulevard between San Fernando Road and First Street.

As shown in Table 2, there are approximately 1,262 on-street parking spaces within the Planning Area. The advantages of on-street parking include:

- It provides a buffer between moving vehicles and pedestrians walking on adjacent sidewalks
- On retail streets, it provides convenient parking for store and restaurant patrons
- On residential streets, it provides convenient parking for visitors
- It helps slow vehicular traffic speeds down.



On-street angled parking on the San Fernando Mall.

Public off-street parking is provided at numerous lots in the Planning Area, providing approximately 1,213 parking spaces, as shown in Figure 9.

Overall parking occupancy is generally very low across the study area, though on-street parking reaches occupancies of 85% or greater on several blocks, according to a parking study conducted as part of the San Fernando Downtown Parking Lots project (discussed below). Many, though not all, of the on-street parking spaces in the study area are metered, with 2-hour time limits at most spaces. Meter rates are set at \$0.75 per hour and \$1.25 per hour for meters in the Civic Center, bounded by First Street, Maclay Avenue, Third Street, and Brand Boulevard. The maximum fee for 12 minute maximum time limit spaces is \$0.50 and \$1.25 for 30 minute maximum time limit spaces. Revenue from the parking meters in the San Fernando Mall area goes towards the City's Parking Maintenance

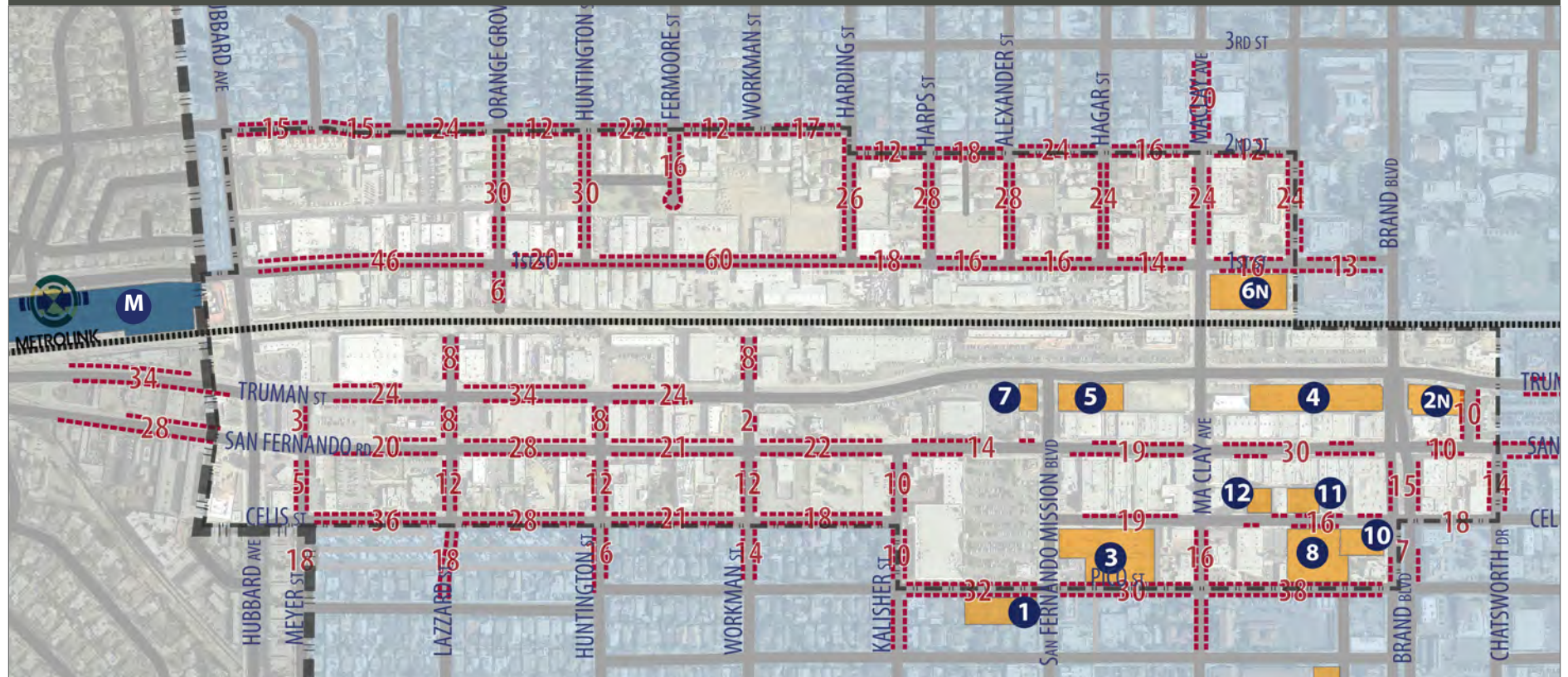


One of the City's public parking lots. .

TABLE 2: ON-STREET ESTIMATED PARKING SPACE INVENTORY

North of Railway	Spaces
West of Workman St	
1st St	96
2nd St	99
Hubbard Ave	0
Orange Grove Ave	36
Huntington St	30
Fermoore St	16
SUBTOTAL:	277
East of Workman St	
1st St	78
2nd St	100
Harding St	26
Harps St	28
Alexander St	28
Hagar St	24
Maclay Ave	24
Macneil Ave	24
SUBTOTAL:	332
South of Railway	
West of Workman St	
Truman St	82
San Fernando Rd	69
Celis St	106
Hubbard Ave	0
Meyer St	8
Lazzard St	28
Huntington St	20
Workman St	14
SUBTOTAL:	327
East of Workman St	
Truman St	0
San Fernando Rd	95
Celis St	53
Pico St	104
Kalisher St	20
San Fernando Mission Blvd	0
Maclay Ave	16
Brand Blvd	14
Kittridge St	10
Chatsworth Dr	14
SUBTOTAL:	326
TOTAL:	1,262

FIG. 9: ESTIMATED PARKING INVENTORY

**Legend**

- City Owned Lots
- Metrolink Owned Lot
- Privately Owned Lots
- On-Street Parking

City Owned

2N	Truman St & Brand Blvd (east)	91
3	Celis St & SF Mission Blvd	145
4	Truman St & Brand Blvd (west)	121
5	Truman St & SF Mission Blvd (east)	59
6N	1st St & Maclay	90
7	Truman St & SF Mission Blvd (west)	20
8	Celis St & Brand Blvd	92
10	Brand Blvd	38
11	Celis St (mid-block #1)	25
12	Celis St (mid-block #2)	19

TOTAL: 700**Spaces****Metrolink Owned**

M	1st St & Hubbard Ave	360
TOTAL:		360

II. EXISTING CONDITIONS

and Operations Fund, while revenue from meters in the Civic Center area goes toward the City's General Fund. Of the 12 parking lots in San Fernando, only Lot 6N, located at the southeast corner of First Street and Maclay Avenue, has paid parking, with an hourly rate of \$1.25 and an all-day rate of \$12.50 (8 a.m. to 6 p.m.) and a monthly permit rate of \$65.00.

PARKING STALL SIZE

Minimum parking stall dimensions for required parking spaces are as shown in Table 3.

CITYWIDE PARKING REQUIREMENTS

For areas not covered by the *Corridors Specific Plan*, the following parking requirements apply:

- Residential uses:
 - Zero to one-bedroom units: 1.5 spaces per unit
 - Two-bedroom units: 2 spaces per unit
 - Three-bedroom or more: 2.5 spaces per unit plus 0.5 spaces for each bedroom in excess of three
 - 0.2 guest parking spaces for each dwelling unit on a building site containing four or more dwelling units
 - Required off-street parking spaces shall be located not more than 200 feet from the building site and shall be conveniently accessible to the dwelling units served by the parking spaces

TABLE 3: PARKING STALL SIZE

Type	Dimensions (ft.)
Residential	9 x 19
Commercial and industrial	9 x 19
Physically handicapped	14 x 20
Compact	8 x 16
Parallel parking	9 x 24; 9 x 21 for compact
Nonresidential abutting a wall, fence, building, or other obstruction	10.5 x 19 for commercial; 11 x 19 for other nonresidential uses

TABLE 4: PARKING REQUIREMENTS IN THE CORRIDORS PLAN AREA

Requirements	Downtown District (City Center and San Fernando Mall Sub-Districts)	Truman/San Fernando District
Shared parking	Allowed	Not allowed
Use of adjacent on-street parking to satisfy parking requirement	Allowed	Allowed
Off-site parking	Allowed	Allowed
In-lieu fee	Allowed	Allowed
Stall requirements		
Office	Minimum: 1 space per 400 square feet Maximum: 1 space per 200 square feet	Minimum: 1 space per 400 square feet
Retail and restaurant/drinking establishment	Minimum: 1 space per 300 square feet Maximum: 1 space per 60 square feet	Minimum: 1 space per 600 square feet (retail uses) Minimum: 1 space per 200 square feet (retail sales and service commercial uses)
Mixed-use	Requirements may be reduced if achieved through shared parking	N/A
Residential	Minimum: 1 space per one-bedroom unit; 2 spaces per two-bedroom unit or larger; 1 additional guest space per 5 dwelling units	Minimum: 1 space per one-bedroom unit; 2 spaces per two-bedroom unit or larger; 1 additional guest space per 5 dwelling units

- Commercial uses:

- Office, retail, and other services: 1 space per 300 square feet of gross floor area
- Dining and drinking establishments: 1 space per 100 square feet of gross floor area, with a minimum of 10 spaces
- Nightclubs and other entertainment spaces (including entertainment areas of restaurants): 1 space for each 5 fixed seats, with a minimum of 10 spaces

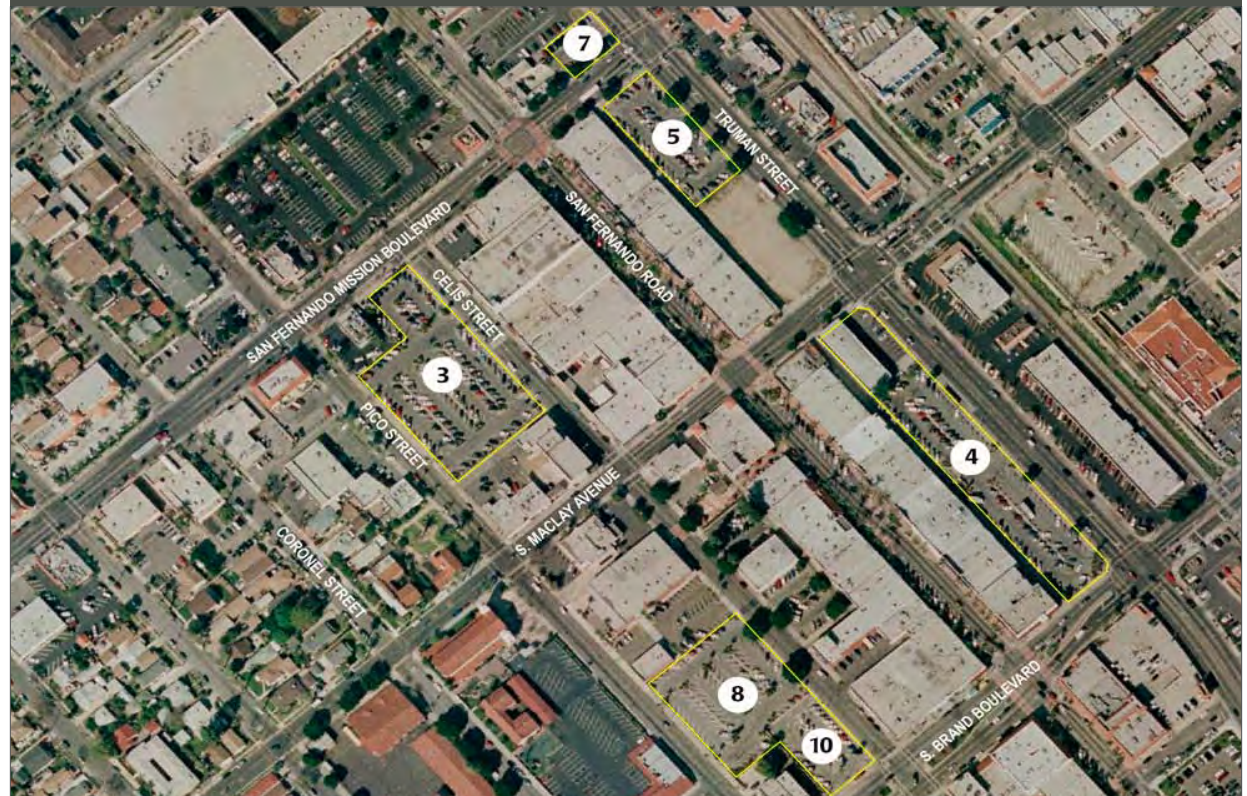
PARKING REQUIREMENTS IN THE CORRIDORS SPECIFIC PLAN AREA

For areas covered by the *Corridors Specific Plan*, the parking requirements shown in Table 4 apply.

SAN FERNANDO DOWNTOWN PARKING LOTS PROJECT AND EIR (2008)

This study, completed in 2008, would facilitate the possible redevelopment of six public parking lots to help revitalize the downtown area (see Figure 10). The planning process for this project identified several different scenarios, with varying levels of development. Under all scenarios, all displaced parking spaces would be replaced (475 spaces). The environmental review process determined that, once built, the projects would not have a significant impact on parking availability. The projects had a combined potential for 272 residential units and 62,000 square feet of retail and restaurant space. In addition to replacing existing parking, the projects would add 750-830 net new spaces.

FIG. 10: DOWNTOWN PARKING LOT PROJECT SITES



The original environmental review document assumed all construction would be completed by the end of 2013, but in practice, no projects have actually been built on the studied parking lots. One project was proposed by the Gangi Development Company for Public Parking Lot 3, located at Celis Street and San Fernando Mission Boulevard, with 100 affordable senior housing units and 10,000 square feet of retail space, supported by a joint public/private parking facility. As proposed, the project would require a

variance of the City's parking requirements. No other projects were proposed for the remaining five parking lots.

SAN FERNANDO CORRIDORS SPECIFIC PLAN (2005)

OVERVIEW

The *San Fernando Corridors Specific Plan (Corridors Specific Plan)* was adopted in 2005, and is intended to implement policies and strategies that will “transform Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts.” Truman Street, San Fernando Road and Maclay Avenue are the City’s three primary arteries, and connect destinations within and beyond the City. The *Corridors Specific Plan* overlaps substantially with the TOD Overlay Zone study area. The *Corridors Specific Plan* places a high priority on pedestrian and traffic safety, with one of its policies stating that, “All future roadway and intersection improvements will consider pedestrian and traffic safety first and foremost,” and “Modifications to the standards, regulations, and/or guidelines contained herein are permitted in those instances where safety is at issue.”

The *Corridors Specific Plan* also sets forth urban design and circulation recommendations for the three arteries, and establishes development requirements for projects within the *Corridors Specific Plan* area. The *Corridors Specific Plan’s* parking requirements are discussed above in the “Parking” section.

STREET DESIGN RECOMMENDATIONS

The *Corridors Specific Plan* makes the following recommendations for street design within the plan area:

- Implement “gateway” treatments at key intersections where arterials enter the City.
- Maclay Avenue: Designate as “Pedestrian Oriented Corridor” between Glenoaks Boulevard and San Fernando Road, reducing automobile travel lanes from four to three. This treatment has already been implemented between First Street and Fourth Street. South of First Street, Maclay Avenue returns to a four-lane road. On-street parking is currently provided, and will continue to be under the *Corridors Specific Plan* guidelines.
- Truman Street: No change to roadway width (four lanes), but provide for wider sidewalks between Brand Boulevard and San Fernando Mission Boulevard by requiring setbacks for any new development. Sidewalks would be a minimum of 10 feet on the south side, separated from the roadway by a minimum 8-foot-wide planting strip. On the north side, a minimum 8-foot-wide sidewalk and 6-foot-wide planting strip would be provided. No on-street parking is currently provided, and this would not change under the *Corridors Specific Plan*.
- San Fernando Road: The existing pedestrian-oriented “San Fernando Mall” segment of this street extends from Kittridge Street (just east of Brand Boulevard) to San Fernando Mission Boulevard. One travel lane is provided in each direction in this segment, and parking is provided on both sides of the street. Outside of the San Fernando Mall segment, the street currently has two lanes in each direction, and on-street parking. The plan calls for implementing a road diet west of San Fernando Mission Boulevard to the City limits, reducing the number of travel lanes in each direction to one, and allowing for angled on-street parking on one side, and parallel parking on the other side, similar to the existing configuration in the San Fernando Mall segment.

IV. OPPORTUNITIES AND CONSTRAINTS

In general, the City of San Fernando's goals for its downtown include economic prosperity, a thriving downtown commercial zone, development of mixed-use buildings approximately four stories in height in downtown, and successfully incorporating future changes in transit infrastructure into downtown. The following opportunities and constraints are suggested for consideration as the City pursues these goals.

OPPORTUNITIES

- **Planned and currently under construction transit improvements** (i.e., Metrolink, Metro bus rapid transit/light rail transit/tram service, and high-speed rail at nearby stations such as Burbank) will increase the desirability and viability of new developments in downtown, by making downtown easier to access and more desirable as a place to live, work and shop.
- **San Fernando Road and Truman Street currently merge, in an unusual high-speed merge design, at locations just west and just east of downtown San Fernando**, with the Western merge line just outside of city limits (inside the City of Los Angeles) and the Eastern merge located inside city limits, near the eastern boundary of the City. The design of these merges encourages high-speed travel, and does not adequately alert drivers that they are entering a slower-speed, pedestrian-oriented district. Gateway signage already exists, but further design changes to the roadway at this location could help to reduce vehicle speeds to speeds more appropriate to a pedestrian-friendly downtown, improve bicycle and pedestrian crossings, and create a more conducive framework for pedestrian-oriented development.
- **San Fernando Road and Truman Street may have excess lane capacity** that could be repurposed to provide better pedestrian and bicycle amenities. It also may be possible to add on-street parking on Truman Street, which would improve the viability of operating a business on the street.
- **Opportunities to reform existing parking regulations.** Current parking requirements in the Planning Area set minimum requirements, with no established maximum requirements. Minimum parking requirements, however, have emerged as one of the biggest obstacles to many cities' efforts to encourage new residential and commercial development in their revitalizing downtown areas. As UCLA Professor Donald Shoup puts it, "Parking requirements cause great harm: they subsidize cars, distort transportation choices, warp urban form, increase housing costs, burden low-income households, debase urban design, damage the economy, and degrade the environment . . . [O]ff-Street parking requirements also cost a lot of money, although this cost is hidden and higher prices for everything except parking itself." As a result, in recent decades, many cities have eliminated minimum parking requirements, particularly

within transit-oriented development areas, and instead now rely on more active management of curb parking to prevent spillover parking problems on nearby streets.

- **Opportunity to update parking space sizes.** Other southern California cities employ smaller parking space dimensions. For example, the minimum parking stall dimensions in Pasadena are 8.5 x 18 ft. for nonparallel spaces and 8 x 24 for parallel spaces. The City of Los Angeles minimum parking stall dimensions are 8.5 x 18 ft. for residential uses, and 8.4 x 18 ft. for all other uses. In addition, the current standards do not allow tandem parking spaces.

CONSTRAINTS

- **The City faces a major challenge in ensuring that the many proposed transit upgrades near the study area (high-speed rail, enhanced Metro service, and upgraded Metrolink service) do not adversely affect the livability of downtown.** While it is possible to overcome this challenge, it is essential that downtown streets are redesigned to both accommodate transit and enhance quality of life and economic vibrancy.
- **Few or no bicycle facilities currently exist.** Aside from the off-street paths along the railroad tracks and those proposed along the Pacoima Wash, no facilities are currently planned for bicycling.
- **The existing Antelope Valley line is primarily run on a single-track,** which can lead to delays for train movements in all directions. Fixing this bottleneck will be necessary to provide frequent, reliable, and fast transit service to the region.
- **The railroad tracks are a barrier to all modes of travel, especially those on foot and bike.** Very few crossing are currently provided, and this condition could be exacerbated by high-speed rail track construction.

V. DOCUMENT REFERENCED

Antelope Valley Line Infrastructure Improvement Strategy

California High Speed Rail 2014 Business Plan

California High Speed Rail Palmdale to Los Angeles Section Project EIR/EIS

City of San Fernando General Plan

County of Los Angeles Bikeways Master Plan (2011)

East San Fernando Valley Transit Corridor Alternatives Analysis Report (2012)

East San Fernando Valley Transit Corridor Study Draft EIS/EIR Fact Sheet (Summer/Fall 2014)

East San Fernando Valley Transit Corridor Study Project Website (September 2014)

San Fernando Corridors Specific Plan (2005)

San Fernando Downtown Parking Lots Project and EIR (2008)

A1. APPENDIX 1

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COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Mayor Sylvia Ballin and Councilmembers

FROM: Brian Saeki, City Manager
By: Fred Ramirez, Community Development Director

DATE: July 21, 2014

SUBJECT: Consideration to Approve Letter from the City Council Opposing any Proposed Elevated or Surface Level Rail Line for the California High-Speed Rail Project Through the City of San Fernando

RECOMMENDATION:

It is recommended that the City Council approve the attached letter (Attachment "A") opposing any proposed elevated or surface level rail line for the California High-Speed Rail Project through the City of San Fernando and direct staff to transmit said letter signed by all City Councilmembers to the California High Speed Rail Authority.

BACKGROUND:

1. On May 14, 2014, the California High-Speed Rail Authority (CHSRA) staff conducted a community workshop at the San Fernando Regional Aquatic Facility to present the proposed design of the California High-Speed Rail Project's Palmdale to Los Angeles Project Section and solicit public input from attendees (see Attachment "B": CHSRA staff presentation). As part of the presentation, CHSRA staff noted the proposed regional and local projects necessary to implement the high-speed rail plan including double tracking, grade separations, sound walls, etc. that would be needed to implement the project. In addition, CHSRA staff noted that the proposed rail line project from Palmdale to Los Angeles would include elevated, surface and tunnel sections of rail line. Of particular interest to the City was the proposed 1.6 mile section of high-speed rail line section through the City that was proposed to be constructed at surface level creating potential significant adverse impacts to the City's historic downtown and civic center areas.
2. On June 16, 2014, the Councilmember Lopez made a presentation to the City Council about the CHSRA staff's presentation at the May 14, 2014 community workshop and the proposed High-Speed Rail Project's potential adverse impacts to the City. Subsequent to discussion, the City Council directed City staff to work with the North East Valley Transit Corridor Project/High-Speed Rail Project Ad Hoc Committee (comprised of Mayor Pro

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Consideration to Approve Letter from the City Council Opposing any Proposed Elevated or Surface Level Rail Line for the California High-Speed Rail Project Through the City of San Fernando
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Tem Gonzales and Councilmember Lopez) to prepare a response from the City to the CHSRA Board and staff) regarding the City's assessment of the proposed high-speed rail line design and alignment and its associated impact to the City of San Fernando. The intent of the response is to provide the CHSRA Board and staff with City feedback at this juncture as State Board and staff move forward with considering alternative high-speed rail line designs/alignments as part of the environmental assessment process that includes review of potential significant adverse impacts to the environment and the community pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

3. On July 9, 2014, the City Manager and the Community Development Director met with the Ad Hoc Committee and discussed possible project impacts and associated next steps for City Council consideration at their July 21, 2014 meeting. The attached letter opposing the elevated and surface level high-speed rail line design through the City is a result of the Ad Hoc Committee and City staff's efforts.

ANALYSIS:

The Ad Hoc Committee and City staff are recommending that the City Council approve and sign the attached opposition letter (Attachment "A") notifying the CHSRA Board and staff of the City's opposition to an elevated or surface high-speed rail line through the City. Approving the opposition letter and transmittal of the letter to the CHSRA Board and staff at this time is intended to facilitate the consideration of a tunnel alternative as part of the CEQA and NEPA process. Approval of an Environmental Impact Report (the CEQA document) and Environmental Impact Statement (the NEPA document) is needed before the CHSRA Board can approve the final design of the California High-Speed Rail Project's Palmdale to Los Angeles Project Section.

CONCLUSION:

City Council approval of the attached opposition letter (Attachment "A") will ensure that the City's position on the current design of the high-speed rail line through the City of San Fernando is on record with the CHSRA Board and staff as they move forward with the consideration of project design alternatives and the associated environmental assessment that must be completed before a final project design is approved by the CHSRA Board for the Palmdale to Los Angeles Project Section.

BUDGET IMPACT:

City Council approval and signing of the attached opposition letter to the CHSRA Board and staff will not have an impact on the City's General Fund Budget.

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Consideration to Approve Letter from the City Council Opposing any Proposed Elevated or Surface Level Rail Line for the California High-Speed Rail Project Through the City of San Fernando
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ATTACHMENTS:

- A. Council Opposition Letter
- B. May 14, 2014, CHSRA Staff Slide Presentation
(http://www.hsr.ca.gov/docs/events/May_June_2014_SoCal_PPT.pdf)

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ATTACHMENT "A"

July 21, 2014

Dan Richard, Chairperson
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 800
Sacramento, CA 95814

*Transmitted via Certified US Mail and Email
(info@hsr.ca.gov)*

Honorable Chairperson Richard:

This letter is to inform you that the San Fernando City Council has voted to oppose any proposed elevated or surface level rail line for the High-Speed Rail Project through the City of San Fernando. This decision was based on the potential adverse significant impacts to the City of San Fernando's historic downtown and civic center areas and the overall quality of life of our community.

The San Fernando City Council has come to this determination after hosting two community meetings regarding the proposed High-Speed Rail Project through the Southern California Region, and more specifically, the proposed surface level path of the high-speed train through San Fernando. The most recent meeting was held on May 14, 2014. At that meeting and subsequent to said meeting, the San Fernando City Council has heard concerns from local citizens that there is strong opposition to the option presented by CHSRA representatives. The proposed surface level high-speed rail line will require amongst other things, grade separations, sound walls, and double tracking through its 1.6 mile portion that runs through the City of San Fernando. The proposed rail line alignment at surface and an elevated rail design would effectively split the community in half and obliterate the City's historic downtown area and civic center area that are located on both sides of the proposed pathway of the High-Speed Rail Project.

As you are aware, the California High-Speed Rail Project was overwhelmingly approved by California voters in order to provide the State with the 220 miles-per-hour, high-speed rail as an alternative mode of transportation to vehicular and air travel under the premise that the project would improve access to good-paying jobs, cut pollution from smog-filled roadways, and reduce time wasted sitting in traffic while providing an alternative to high fuel prices. To this end, the San Fernando City Council, through its Northeast San Fernando Valley Transit Corridor Project Ad Hoc Committee, has taken a collaborative approach with the Los Angeles County Metropolitan Authority and the City of Los Angeles to develop tram, bus rapid transit, and light rail transit alternatives that will further expand public transportation opportunities to residents of the North East San Fernando Valley and the City of San Fernando, but doing so in a manner that seeks to mitigate impacts to local residents and business along the proposed transit route.

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DAN RICHARD, CHAIRPERSON
California High-Speed Rail Authority (CHSRA)
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In a similar manner, the San Fernando City Council requests that the CHSRA consider a High-Speed Rail Project alternative that looks at installing the proposed high-speed rail lines in a tunnel similar to the rail line design being proposed near downtown Los Angeles and in the City of Santa Clarita. The San Fernando City Council, through its existing North East San Fernando Valley Transit Corridor Project Ad Hoc Committee, would be willing to have a continued discussion on a proposed tunnel design for the high-speed rail line through the City of San Fernando, including discussion about possible adaptive reuse/open space/greenway corridors alternatives that may be realized by installing the rail line underground. The San Fernando City Council supports the concept of a high-speed rail project to bring about greater mobility for all California residents and we would certainly like to continue to work with your agency through the process of open community dialogue to develop an appropriate high-speed rail alignment and design that mitigates the impacts to our community to the fullest extent possible before the CHSRA Board commits to one alignment/rail design.

However, at this time it is the San Fernando City Council's intent to inform the CHSRA Board and staff of its current opposition to the high-speed rail line being considered for construction as a surface or elevated rail line through the City of San Fernando. The San Fernando City Council feels that it should not be considered as a project alternative as part of the CEQA and NEPA review process due to its potential significant adverse impacts to the City of San Fernando's historic downtown and civic center areas and as a result to the potential adverse impact to the public health, safety, and general welfare of the City of San Fernando residents, business and property owners directly affected by the proposed High-Speed Rail Project.

Very Sincerely,

Sylvia Ballin
 Mayor

Robert C. Gonzales
 Mayor Pro Tem

Jesse H. Avila
 Councilmember

Joel Fajardo
 Councilmember

Antonio Lopez
 Councilmember

cc: Honorable California High-Speed Rail Authority Board of Directors
 Honorable Tony Cárdenas, Congressman, 29th District
 Honorable Alex Padilla, State Senator, 20th District
 Honorable Raul Bocanegra, State Assemblymember, 39th District

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DAN RICHARD, CHAIRPERSON
California High-Speed Rail Authority (CHSRA)
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Honorable Felipe Fuentes, Los Angeles City Councilmember, 7th District
 Honorable Mitch Englander, Los Angeles City Councilmember, 12th District
 Honorable James C. Ledford Jr., Mayor, and City Councilmembers, City of Palmdale
 Honorable Mayor Laurene Weste and City Councilmembers, City of Santa Clarita
 Honorable Mayor David Gordon and City Councilmembers, City of Burbank
 Honorable Mayor Zareh Sinanyan and City Councilmember, City of Glendale
 Honorable Chairperson Eric Garcetti and Board of Directors, Metro

APPENDIX 2 A2.

 CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section <i>Scoping Comment Card</i>	
NAME: BRIAN SAEKI, CITY MANAGER		DATE: AUGUST 29, 2014	
MEETING LOCATION: SYLMAR LIBRARY (08/12/14)		AFFILIATION: CITY OF SAN FERNANDO	
ADDRESS: 117 MACNEIL STREET	EMAIL: BSAEKI@SFCITY.ORG	PHONE: (818) 898-1202	
CITY: SAN FERNANDO	STATE: CALIFORNIA	ZIP: 91340	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ☐ STATEWIDE ☒ PALMDALE TO BURBANK ☐ BURBANK TO LOS ANGELES			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
PLEASE SEE ATTACHED LETTER.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
PLEASE SEE ATTACHED LETTER.			
ADDITIONAL COMMENTS: PLEASE SEE ATTACHED LETTER.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			



August 29, 2014

Mark A. McLoughlin
 Director of Environmental Services
 California High-Speed Rail Authority
 700 North Alameda Street, Room 3-532
 Los Angeles, CA 90012

Transmitted via US Mail and Email
(palmdale_burbank@hsr.ca.gov)

ATTENTION: PALMDALE TO BURBANK SECTION PROJECT LEVEL EIR/EIS

SUBJECT: California High-Speed Rail Authority, Palmdale to Burbank Section Project;
 City of San Fernando Scoping Comments

To Whom It May Concern:

The City of San Fernando City Council continues to be opposed to California High-Speed Rail Authorities proposed SR-14 high-speed rail alignment route for the Palmdale to Burbank Project Section that includes a surface high-speed rail line through the City of San Fernando. The SR-14 high-speed rail alignment will require amongst other things, grade separations, sound walls, and double tracking through its 1.6 mile portion that runs through the City of San Fernando. The proposed SR-14 rail line alignment at surface and an elevated rail design would effectively split the community in half and obliterate the City's historic downtown area and civic center area that are located on both sides of the proposed pathway of the High-Speed Rail Project. The City's Police Department, City Hall, Public Works Operations Facilities, the San Fernando Middle School Auditorium (potential local historical landmark), and the Cesar Chavez Monument are adjacent to or within 300 feet of the existing railroad right of way that is being considered as the future route of the proposed high-speed rail road.

City staff request that the following potential environmental impacts be considered as part of the development of the proposed Environmental Impact Report and Environmental Impact Statement prepared for the Palmdale to Burbank Project Section:

- **Transportation:** How will pedestrian and vehicular access be provided across Brand Boulevard, North Maclay Avenue, Hubbard Avenue, and Jessie Street that provide the only North-South access through the City of San Fernando? Pedestrians use these four streets as the paths of travel between the northern and southern portions of the City of San Fernando; with much of the pedestrian traffic occurring on North Maclay Avenue and Brand Boulevard as visitors, employees, and residents seek access to the civic center area along North Maclay Avenue and Brand Boulevard and students and parents walk and/or drive to San Fernando Middle School located just north of the existing rail line at 130 North Brand Boulevard. What mitigation measures will be used to separate vehicle and

ADMINISTRATION DEPARTMENT 117 MACNEIL STREET SAN FERNANDO, CA 91340 (818) 898-1202 WWW.SFCITY.ORG



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Palmdale to Burbank Section Project; City of San Fernando Scoping Comments
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pedestrian traffic from high-speed rail traffic and rail lines? What impact will result from possible grade separations or similar design features for needed public safety access to properties on both sides of the new high-speed rail line? What impact will occur to City of San Fernando Police Department emergency response times due to the proposed SR-14 high-speed rail line alignment and associated grade separations on Maclay Avenue, Brand Boulevard, Hubbard Avenue, and Jessie Street? What impact will occur to neighboring residential streets due to the required modifications to streets adjacent to those through streets that will have to have grade separation from the proposed route including such streets as First Street, Truman Street, and potentially Second Street and San Fernando Road? What will be the impact to the City's Public Works Department yard facility located at the southeastern terminus of First Street, which currently has access to the southern portion of the City along Jessie Street?

- **Noise and Vibration:** Currently, the Metrolink Rail Commuter Lines and Southern Pacific Railroad lines cause substantial noise and vibration with commuter rail lines operating at 60+ miles per hour with higher frequencies in the morning and evening travel times; Southern Pacific rail cars travel at slower speeds but the length of trains create noise from horns and wheels travelling on metal rails. What would be the noise and vibration impacts of the surface level high-speed rail line potentially travelling at up to four times the speed of current Metro commuter rails to neighboring commercial, industrial, civic residential, industrial, and institutional uses including a sensitive receptor site like the San Fernando Middle School location? What types of mitigation measures would be implemented to dissipate noise such as sound walls, depressed rail lines, underground rail lines, et cetera?
- **Public Utilities and Energy:** What impact will the proposed SR-14 high-speed rail line alignment with surface track through the City of San Fernando have to the existing sewer, water, and high pressure gas lines that are currently located underground with one or more of said utilities located on such streets as Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street.
- **Safety and Security:** What safety and security impacts will result for pedestrian, vehicles, and emergency service providers due to the proposed SR-14 high-speed rail line and associated surface level high-speed rail line through the City of San Fernando?
- **Socioeconomics and Communities:** What socioeconomics and community impacts will occur to the City of San Fernando as it relates to: the physical divide created by a high-speed rail line infrastructure project that passes through a predominantly Latino working class community with no rail line access; disruption of the physical makeup of the community; adverse economic impacts to the community by increasing the physical separation of the downtown area and neighboring civic uses from the neighboring commercial, industrial, institutional and residential land uses that exist on both sides of the



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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existing railroad right of way and proposed future SR-14 high-speed rail alignment; social equity issues attributed to the undergrounding of rail line segments and placement of stations in more affluent communities such as Santa Clarita, Burbank, and Los Angeles?

- **Environmental Justice:** What impacts will occur to existing bike/pedestrian pathways now developed adjacent to the existing railroad right of way/future SR-14 high-speed rail alignment? What impact will occur to the proposed Pacoima Wash Greenway Corridor Project being developed within the City of San Fernando and similar greenway corridors along the Pacoima Wash in the neighboring communities of Sylmar and Pacoima in the City of Los Angeles?
- **Seismic:** What seismic impacts are attributed to the proposed surface level high-speed rail line through the City of San Fernando? What mitigation measures will be implemented to deal with a high-speed rail line derailment during a seismic event through the City of San Fernando, which could effectively eliminate through pedestrian, vehicular, and emergency vehicle access along Hubbard Avenue, Maclay Avenue, Brand Boulevard and/or Jessie Street?
- **Cultural Resources:** What impacts to cultural resources such as the San Fernando Middle School and Auditorium (potential local historic resources) and the Cesar Chavez Monument, a nationally recognized monument to former civil rights leader Cesar Chavez?
- **Aesthetic and Visual Quality:** What aesthetic and visual quality impacts will occur from possible grade separation of streets, new sound walls and/or fencing securing the high-speed rail line right of way, and from new lighting and rail line track equipment that may need to be located adjacent to the rail tracks?
- **Parks, Recreation and Open Space:** What impacts to the community will result from the potential elimination and/or altering of greenway corridors, bike/pedestrian pathways and public access to said recreational and open spaces? The City of San Fernando has continued to promote healthy lifestyles through the expansion of new pedestrian and bicycle pathways such as the one existing adjacent to the existing railroad right of way/future high-speed rail line. What impact will this project have to public access to already limited park, recreation, and open space areas within the community?
- **Station Planning, Land Use, and Development:** Is the proposed SR-14 high-speed rail line alignment consistent with the City of San Fernando General Plan Land Use, Circulation, Housing, Conservation, Open Space, Safety, Noise, and Historic Preservation Elements goals, objectives, and policies? What impacts does SR-14 high-speed rail alignment with surface track through the City of San Fernando have on project-adjacent land uses as allowed under the City's zoning regulations, San Fernando Corridors Specific Plan and proposed Transit

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

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Oriented Development Overlay Zone that includes residential (i.e., multifamily) land uses in close proximity to the proposed high speed rail line?

Furthermore, the City would strongly encourage the consideration of an alternate route that completely foregoes use of the SR-14 alignment through the Palmdale to Burbank Project Section. Instead, City of San Fernando staff is suggesting that the CHSRA Board and staff conduct a detailed environmental assessment and economic analysis to determine the feasibility and environmental impacts attributed to the use of one or more high-speed rail alignments through the "Alternate Corridor-New Study Area" as noted in the CHSRA's scoping meeting presentation provided at the scoping meetings held during the month of August 2014.

Respectfully Submitted By:

A handwritten signature in black ink, appearing to read "B. Saeki".

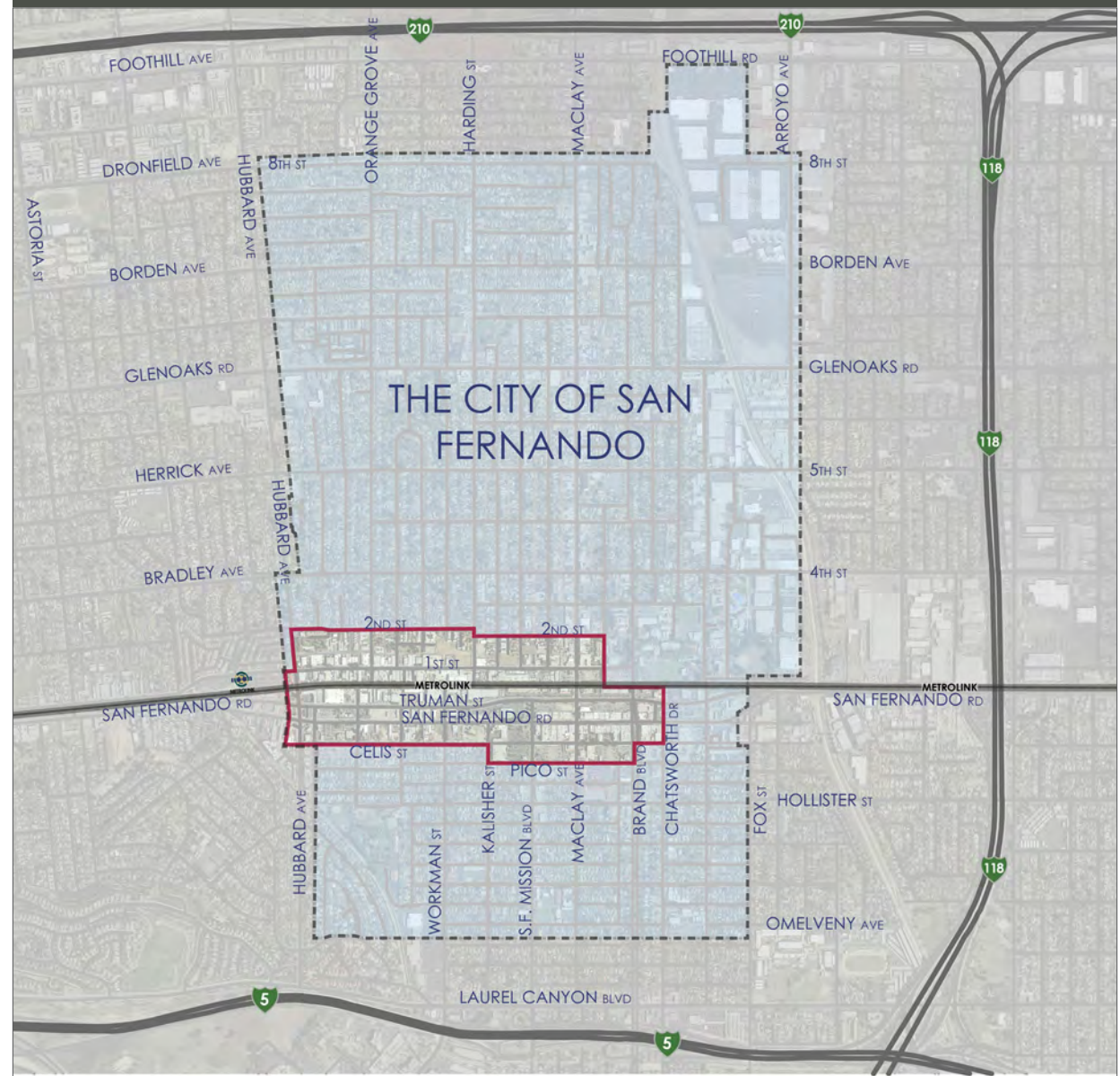
Brian Saeki
City Manager

APPENDIX F
SAN FERNANDO CORRIDORS SPECIFIC PLAN
COMMUNITY ASSETS ASSESSMENT
JANUARY 27, 2015



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

FIG. 1: PLANNING AREA



Legend

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

II. COMMUNITY ASSETS

There are a whole variety of community assets within and near the Planning Area, including schools, parks, places of worship, historic resources, transit, and Downtown San Fernando (see Figure 2).

PARKS

Layne Park is the only park within the Planning Area. Located between Huntington Street and Fermoore Street north of the railroad tracks, it provides a playground, a half-court basketball court, picnic tables, and an informal turf area. In addition, there are a number of parks located within walking distance of the Planning Area:

- Rudy Ortega Park, located at Hubbard Avenue and Fourth Street, consists of walking trails that wind through open spaces landscaped with drought tolerant plants and trees. Focal points include a simulated Tataviam tribe village, a Japanese tea house, a Mission style plaza, a small amphitheatre, and the restoration of a historic water tower.



View of Layne Park.

- Las Palmas Park, located at Huntington Street and Hollister Street, provides four baseball fields, a playground, six outdoor basketball courts, an indoor gymnasium, multi-purpose rooms, an outdoor fitness area, and picnic areas with public barbecues.
- Recreation Park, located at First Street and Park Avenue, provides an indoor gymnasium, a softball field, a playground, and outdoor basketball court, two outdoor fitness areas, and picnic areas with public barbecues.
- The San Fernando Regional Pool Facility, operated by the County of Los Angeles, is a state of the art pool facility built in 2008. The 3-acre venue facility is open to the public and offers year around programming.
- Cesar E. Chavez Memorial, located on the corner of Truman Street and Wolfskill Street, honors the legacy of civil rights leader Cesar E. Chavez. The park consists of four separate art pieces, a mural, and a fountain placed in a park setting.



View of the San Fernando Regional Pool Facility

SCHOOLS

There is one charter school (PUC Inspire Charter), located at the corner of Celis Street and Huntington Street. Also, there is one private school (St. Ferdinand's School) and one public school (San Fernando Middle School) within walking distance of the Planning Area.

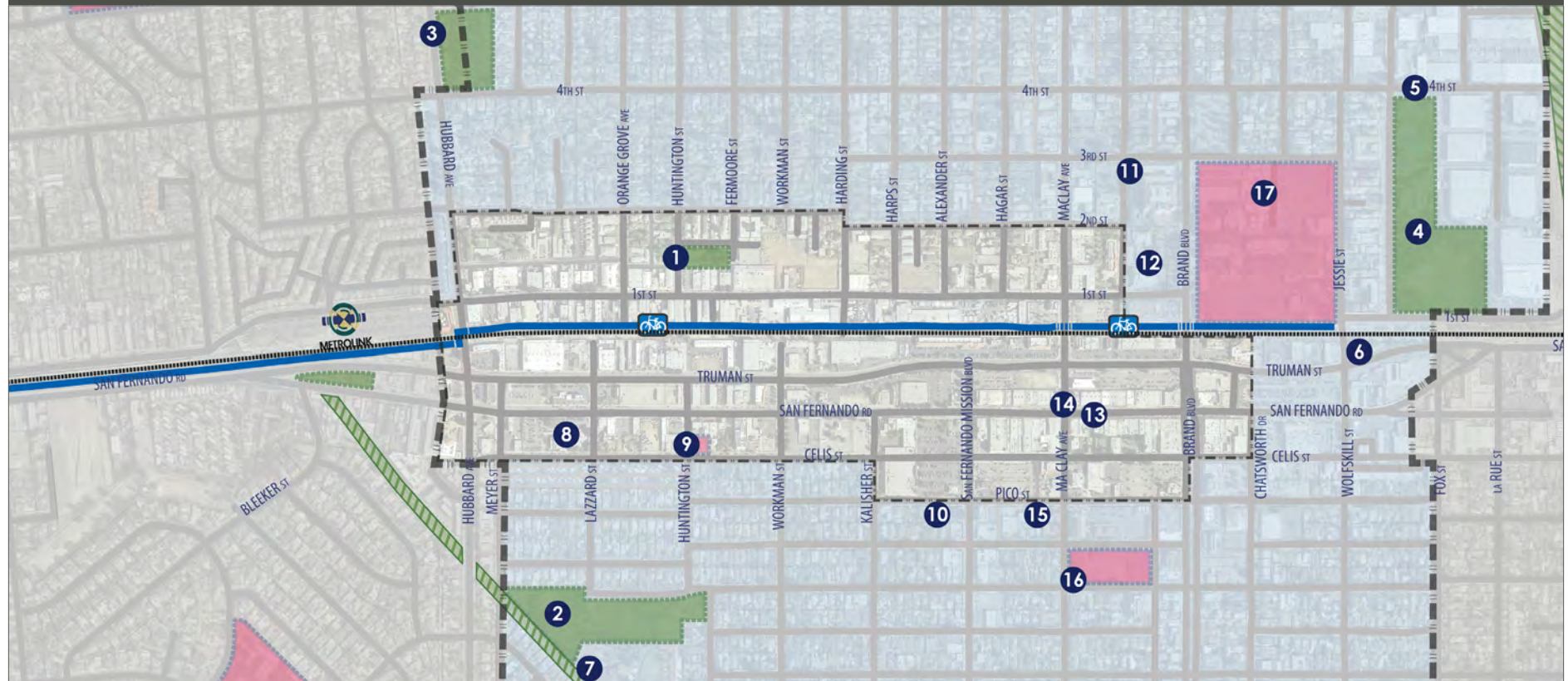
TRANSIT

The Planning Area is well served by an extensive transit network, including: Metrolink service between Lancaster and Union Station; Metro Local and Rapid Line bus service along Truman Street, San Fernando Mission Boulevard, and Brand Boulevard; LADOT Commuter Express service to LAX/El Segundo; and the San Fernando Trolley, which provides daytime service throughout the City of San Fernando. In addition, the San Fernando Road Bike Trail runs adjacent to the railroad right-of-way.



View of a San Fernando Trolley in front of City Hall.

FIG. 2: COMMUNITY ASSETS



LEGEND

- | | | | |
|--|--|--|--------------------------------------|
|  Existing Schools | 1 Layne Park | 8 Northeast Valley Health Corporation | 15 Lopez Adobe |
|  Existing Parks/Open Space | 2 Las Palmas Park | 9 PUV Inspire Charter School | 16 St Ferdinand School |
|  Planned Open Space/Greenways | 3 Rudy Ortega Park | 10 Valley Care San Fernando Clinic | 17 San Fernando Middle School |
|  Class I Bike Trail | 4 Recreational Park | 11 San Fernando Courthouse | |
|  Metrolink Station | 5 San Fernando Regional Pool Facility | 12 San Fernando City Hall | |
| | 6 Ceasar E. Chavez Memorial | 13 San Fernando Mall | |
| | 7 Poverllo of Assisi Retreat | 14 "Downtown" San Fernando | |

II. COMMUNITY ASSETS

PLACES OF WORSHIP

The only place of worship within the Planning Area is the Lighthouse Christian Center, located on the corner of First and Alexander Streets. Within a quarter mile walking distance are no less than six churches: St. Ferdinand's Catholic Church, Living Hope Community Church, First Baptist Church, Calvary United Pentecostal Church, Church of the Nazarene, and Park Chapel African Methodist Episcopal Church.

HISTORIC RESOURCES

The City contains a number of historic resources. A 2002 study found that one property, the Lopez Adobe, is on the National Register of Historic Places, seven properties are listed on the State of California Register of Historical Resources, 231 properties were potentially eligible for a local historic resource designation, and two properties and one district are eligible for the National Register. The specific location of these properties and district was not identified in the 2005 Historic Preservation Element.



View of St. Ferdinand's Church.

DOWNTOWN

Downtown's commercial, restaurant, and services offerings along Maclay Avenue and San Fernando Road provide an important destination right in the Planning Area.

CIVIC CENTER AND CITY-OWNED LOTS

A total of 18 parcels (nine acres in size) are owned by the City and other government entities within the Planning Area. These are mostly public surface parking lots, available for tourists and shoppers looking to park and walk through the downtown retail district. They are strategically located behind private commercial properties, allowing users to park in close proximity to businesses. However, the opportunity exists for redeveloping these surface lots with structured parking and/or other higher intensity development, should the City wish to take advantage of its assets.

The Civic Center consisting of City Hall and the Council Chambers, the Police Department, and the



View of Lopez Adobe.

San Fernando Courthouse are located north of the railroad tracks between the railroad right-of-way and Second Street. In addition, the City owns Layne Park, a public park located amongst the residential properties on Huntington Street. As of the writing of this report, the City was in the process of selling two former city-owned fire stations including one that is located within the Planning Area on First Street.



View of a City-owned parking lot.

STRENGTHS / OPPORTUNITIES

- The presence of one park within the Planning Area and multiple parks within a quarter mile walking distance in almost all directions of the Planning Area mean that there is no need for a large park within the Planning Area. Small informal pocket parks, paseos, and plazas – even ones as small as Library Plaza (along Maclay Avenue just south of Third Street) are assets to the Planning Area.
- Existing and proposed transit within the Planning Area makes the Planning Area well connected to the region. Making access to transit more appealing – especially the route to the Metrolink Station via Hubbard Avenue – providing comfortable places to wait for transit and ample bicycle parking, should make transit more appealing to ride.
- Building on San Fernando's history could be an important tool for developing a new transit-oriented district – some of the most beautiful communities integrate new development alongside historic buildings.
- The City-owned parking lots provide opportune locations for introducing infill development. Indeed, the City has already studied this strategy in the *Downtown Parking Lots EIR* that examined the impacts of introducing development on six of the City's parking lots.
- Some of the City-owned parking lots – particularly parking lots #3, #8, and #10 – could also be used for future park-once garages, especially if the other parking lots are infilled with development. Under all scenarios studied by the *Downtown Parking Lots EIR*, all displaced parking spaces were replaced on site. A future park-once garage would provide a location for accommodating these displaced parking spaces. Developers of parking lot sites could pay a parking in lieu fee to cover the cost of building a garage structure at an alternate site within walking distance. Accordingly, consideration should be given to allowing park-once garages on these parcels in the T.O.D. Overlay Zone Planning Area.

Multi-Unit Housing Analysis and Market Update

Prepared for:

The City of San Fernando

Prepared by:

Metropolitan Research and Economics

5/4/16

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Introduction

The purpose of this memorandum report to the City of San Fernando is to establish economic information on issues related to the revision of the San Fernando Corridors Specific Plan. The proposed revisions would amend and update the City's existing Specific Plan by expanding the boundaries from the existing plan in order to promote the development of a walkable, mixed-use, multi-modal environment that accommodates housing, retail, office, and light industrial uses. The proposed Specific Plan amendment keeps the same residential unit count of 587 units within the boundaries of the adopted 2005 Specific Plan. In addition to the existing capacity, the proposed plan amendment would create additional residential development potential by including a Workplace Flex District (60 units) and residential development opportunities within in the General Neighborhood District (112 units) as part of the amendment. This would produce a total development potential of 759 residential units within the Specific Plan area. Excluding the 112 units in the General Neighborhood District that already allowed in the underlying R-3 (Multiple Family Zone), the Specific Plan Amendment represents a net increase of 60 units over the existing Specific Plan capacities.

The proposed changes in allocations of development capacities are illustrated on the table below:

Proposed Specific Plan Amendment Development Potential

District/Sub-District	Residential (units)	Retail (sf)	Office (sf)
Downtown District			
City Center Sub-District	-	-	-
Mixed-Use Overlay (within City Center Sub-District)	277	124,740	54,404
Mixed-Use Corridor Sub-District	160	-15,733	27,973
Auto Commercial Sub-District	-	-	89,056
Maclay District	150	10,083	10,083
Workplace Flex District	60	-16,841	110,333
General Neighborhood District	112	-5,942	-5,942
TOTAL	759	96,307	285,907

Source: City of San Fernando

As part of its analysis of the proposed plan amendment the City of San Fernando has requested information on the following issues:

Multi-unit Housing-- This section of the report will establish rental rates and recent trends in the market for apartments in San Fernando and surrounding communities. This information will be compared to occupational wage data for the Los Angeles County labor force in order to determine the relationship between occupational earnings and the ability to obtain housing within the specific plan area.

Market Conditions Update—MR+E was asked to provide updated information on the real-estate market in the San Fernando Valley. The information in this section of the report represents an update to MR+E's November 2014 existing conditions report. (Attached as an appendix to this report)

Multi-unit Housing Analysis

Market Rents

In general the Los Angeles area is facing a severe shortage of rental housing. Data released by The Census Bureau in January of 2016 showed the rental vacancy rate for metropolitan Los Angeles was 2.7% in the last quarter of 2015, compared to 3.8% for the first three months of the year. This rate is part of a steady decline in apartment availability in the Los Angeles area in recent years. By way of comparison, in 2010, the vacancy rate was approximately 6%. Not only is the supply of housing severely constrained, costs, especially relative to incomes, are among the highest in the nation. According to a recent study by the Harvard University Joint Center for Housing Studies, found that renters in Los Angeles County pay 48% of their total income on rent. Generally federal guidelines recommend a target ratio of no more than 30% of income to rent, including utilities, with anything above 50% as being unsustainable.

In the context of low vacancies and high rents, housing costs for rental units in the City of San Fernando and surrounding communities in Los Angeles are substantial and have been increasing over the last several years. Figure 1 shows a comparison of median rents on a per square foot basis for the City of San Fernando, the City of Los Angeles and Los Angeles County from November 2010 to January of 2016. Over that time median rents have increased significantly from a low of \$1.51 / sq. ft. to the current rate of \$1.77 / sq. ft. which represents a 17% increase over the time period. Rental rates in San Fernando have generally appreciated at a similar rate to the County as a whole and rents in the city have been consistently close to County-wide medians. Rental rates in the City of Los Angeles have been higher than either the City of San Fernando or the County over this period with rental rates ranging from a low of \$1.58 / sq. ft. to a high of \$1.94 / sq. ft. for a 22% increase over 2010 levels.

Table 1 shows the results of a survey conducted for this report of property currently for rent in buildings with three or more units in San Fernando and surrounding communities. This data shows that the area is currently characterized by low vacancy rates and constrained inventories.

The survey identified 20 properties with units for rent in San Fernando and in surrounding communities. Rents ranged from a high of \$3,010 per month for a 1,460 sq. ft. unit in Granada Hills to a low of \$900 for a 500 sq. ft. unit in Sun Valley. The observed median rental rate in the market was \$1.92 per sq. ft.

Rents for the properties located in San Fernando ranged from between \$1.90 and \$1.62 per sq. ft. this is in line with the City wide estimate of \$1.77 per sq. ft. in the data provided by Trulia in the previous figure.

Median rents for units in the surveyed properties was \$1,585, implying an average annual rent of \$19,020. Using the federal guidelines of a target of 30% of income to rent and a maximum sustainable ratio of 50% this would imply an income of between \$63,400 and \$38,040 per year would be required to rent the median unit currently on the market in the San Fernando area. The table below translates the implied incomes for the median, average, high and low rents found in the survey of available units.

Income to Rent Requirements

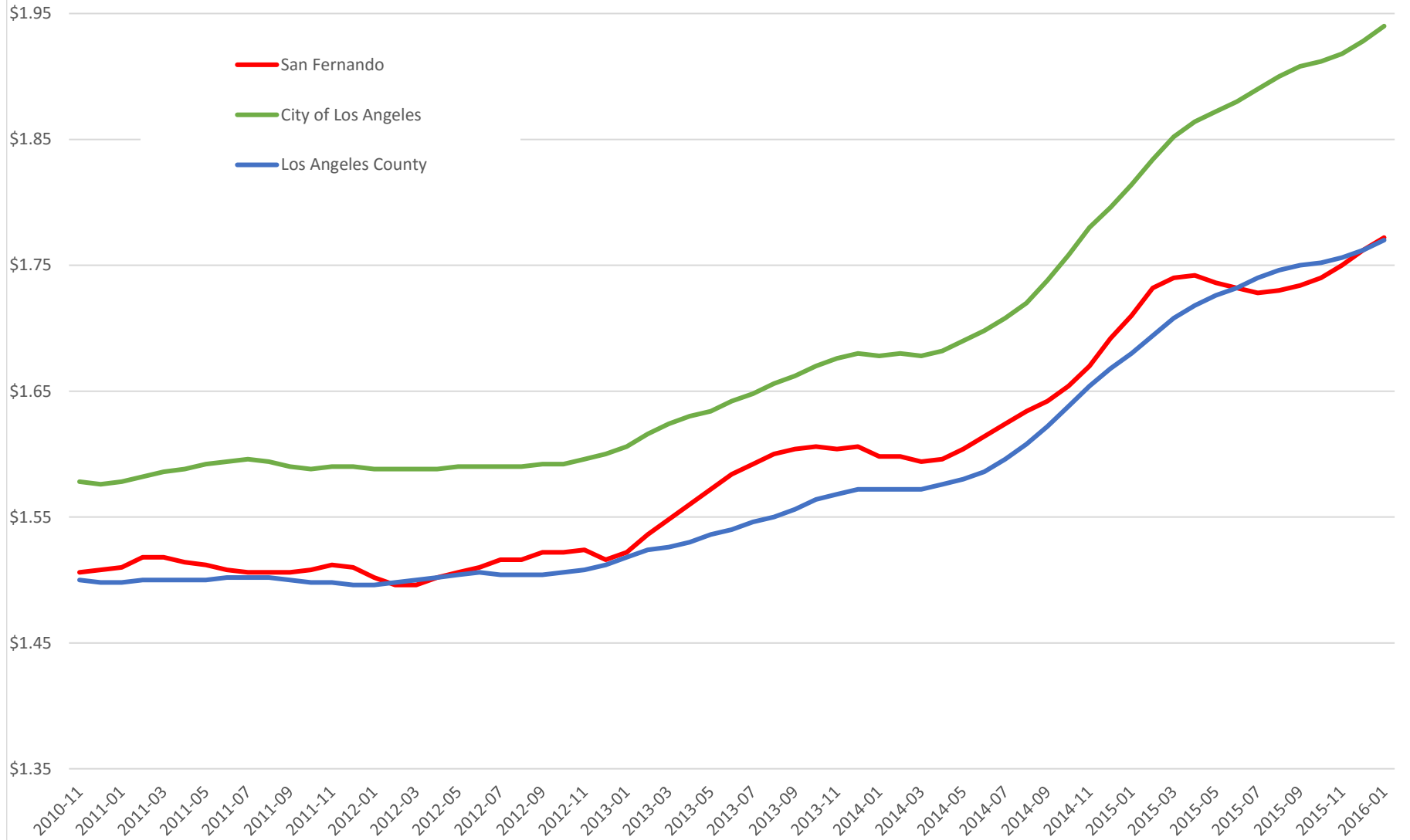
	Annual Rent	Typical Income	Minimum Income
Average	\$18,900	\$63,000	\$37,800
Median	\$19,020	\$63,400	\$38,040
High	\$36,120	\$120,400	\$72,240
Low	\$11,940	\$39,800	\$23,880

These income requirements can be compared to the household income limits for Los Angeles County based on household size as provided by the State of California's Department of Housing and Community Development.

Los Angeles County Income Thresholds, 2015

Household Size	Extremely Low	Very Low Income	Low Income	Median Income	Moderate Income
1	17,950	29,900	47,850	45,350	54,450
2	20,500	34,200	54,650	51,850	62,200
3	23,050	38,450	61,500	58,300	70,000
4	25,600	42,700	68,300	64,800	77,750
5	28,410	46,150	73,800	70,000	83,950
6	32,570	49,550	79,250	75,150	90,200
7	36,730	52,950	84,700	80,350	96,400
8	40,890	56,400	90,200	85,550	102,650

Figure 1
Median Rents
\$/Sq. Ft.



Source: Tulia and MR+E

Table 1
Rent Survey
March 2016

Adress	City	Zip Code	Beds	Bath	Rent	Size	\$ / SF
650 Glenoaks Blvd	San Fernando	91340	1 Bed	1 Bath	\$1,095	675 Sq Ft	\$1.62
1231 Mott St	San Fernando	91340	2 Beds	1 Bath	\$1,550	900 Sq. Ft	\$1.72
1023 Hewitt	San Fernando	91340	3 Beds	1 Bath	\$1,850	975 Sq. Ft	\$1.90
10870 Laurel Canyon Blvd	San Fernando	91340	2 Beds	1 Bath	\$1,175	675 Sq Ft	\$1.74
12227 Osborne Pl	Pacoima	91331	2 Beds	2 Baths	\$1,595	605 Sq Ft	\$2.64
12301 Osborne Pl	Pacoima	91331	2 Beds	2 Baths	\$1,450	870 Sq Ft	\$1.67
14040 Foothill Blvd	Sylmar	91342	2 Beds	2 Baths	\$1,575	875 Sq Ft	\$1.80
13140 Dronfield Ave	Sylmar	91342	2 Beds	2 Baths	\$1,565	840 Sq Ft	\$1.86
11777 Foothill Blvd	Lake View Terrace	91342	1 Bed	1 Bath	\$1,420	652 Sq Ft	\$2.27
16613 Foothill Blvd	Sylmar	91342	1 Bed	1 Bath	\$1,535	615 Sq Ft	\$2.50
16613 Foothill Blvd	Sylmar	91342	2 Beds	2 Baths	\$1,875	901 Sq Ft	\$2.08
11611 Blucher Ave	Granada Hills	91344	2 Beds	2 Baths	\$2,045	900 Sq Ft	\$2.27
11612 Blucher Ave	Granada Hills	91344	2 Beds	1 Bath	\$2,145	900 Sq Ft	\$2.38
11613 Blucher Ave	Granada Hills	91344	2 Beds	2 Baths	\$2,340	900 Sq Ft	\$2.60
11541 Blucher Ave	Granada Hills	91344	2 Beds	2½ Baths	\$3,010	1,460 Sq Ft	\$2.06
9933 Woodman Ave	Mission Hills	91345	2 Beds	2 Baths	\$1,565	850 Sq Ft	\$1.84
12100 Sheldon St	Sun Valley	91352	4 Beds	2 Baths	\$2,300	1,200 Sq Ft	\$1.92
12100 Sheldon St	Sun Valley	91352	4 Beds	2 Baths	\$2,300	1,200 Sq Ft	\$1.92
10825 Nettleton St	Sun Valley	91352	Studio	1 Bath	\$995	500 Sq Ft	\$1.99
8700-8714 Glenoaks Blvd	Sun Valley	91352	2 Beds	2½ Baths	\$2,150	1,207 Sq Ft	\$1.78
Average					\$1,575	857 Sq Ft	\$2.03
Median					\$1,585	887 Sq Ft	\$1.92
High					\$3,010	1,460 Sq Ft	\$2.64
Low					\$995	500 Sq Ft	\$1.62

Source: MRE and Tulia

Occupations

The incomes associated with the rental rates for units currently available in the San Fernando area market would be obtainable by a household earning the current Los Angeles County median household income of \$63,000 based on a 30% rent to income ratio. The median market rent for units would require incomes from a minimum of \$38,040 to \$63,400. This implies that market rate housing would be obtainably priced for households with median county incomes and could be occupied by households with a minimum income of \$38,400, however those households would be considered to be experiencing extreme housing cost stress.

Table 2 shows earnings by major occupational group for all Los Angeles County workers. The highlighted categories, which include teachers, and protective service workers, are occupational categories that would be able to afford market rate units in San Fernando.

Table 3 provides a listing of detailed occupational categories for all Los Angeles County occupations with more than 2,000 workers with earnings that would be between the 30% and 50% rent to income ratios that would be consistent with incomes needed to be able to rent market rate units in the area.

The City of San Fernando also provided wage information based on its employment classification system. This provides the annual incomes associated with public employment by the City itself. In line with the county-wide occupational data, market rate housing in the City of San Fernando would be affordable to city employees in the classifications listed below.

Comparison of Entry Level Salaries	Salary Only - B Step
Office Specialist	\$45,996
Police Officer	\$67,608
Secretary	\$50,232
Public Works Maintenance Worker	\$43,596

Source: City of San Fernando

Table 2
Annual Wages by Occupation
Los Angeles County

Occupational Title	May 2014 Employment Estimates	Mean Hourly Wage	Mean Annual Wage	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
Management Occupations	229,690	\$60.54	\$125,935	\$34.93	\$52.67	\$76.62
Business and Financial Operations Occupations	227,730	\$38.04	\$79,130	\$25.40	\$34.58	\$45.84
<i>Community and Social Services Occupations</i>	66,610	\$25.29	\$52,605	\$16.07	\$22.55	\$31.67
Legal Occupations	39,150	\$64.41	\$133,966	\$31.54	\$52.68	\$89.40
<i>Education, Training, and Library Occupations</i>	232,110	\$29.01	\$60,341	\$17.18	\$27.11	\$37.98
Arts, Design, Entertainment, Sports, and Media Occupations	145,010	\$39.85	\$82,892	\$19.39	\$30.36	\$48.01
Healthcare Practitioners and Technical Occupations	204,500	\$44.32	\$92,190	\$25.79	\$39.77	\$54.36
Healthcare Support Occupations	96,480	\$16.19	\$33,670	\$11.77	\$14.87	\$18.99
<i>Protective Service Occupations</i>	109,300	\$24.90	\$51,808	\$11.39	\$17.88	\$38.15
Food Preparation and Serving-Related Occupations	372,050	\$11.28	\$23,462	\$8.95	\$9.60	\$11.97
Personal Care and Service Occupations	107,670	\$13.39	\$27,835	\$9.30	\$11.11	\$14.46
<i>Sales and Related Occupations</i>	423,720	\$20.52	\$42,678	\$9.86	\$14.04	\$23.53
<i>Office and Administrative Support Occupations</i>	717,640	\$18.73	\$38,969	\$12.76	\$17.21	\$23.00
Farming, Fishing, and Forestry Occupations	2,740	\$13.45	\$27,969	\$9.21	\$10.94	\$14.97
<i>Construction and Extraction Occupations</i>	100,140	\$26.40	\$54,915	\$16.79	\$25.03	\$34.87
<i>Installation, Maintenance, and Repair Occupations</i>	119,890	\$24.26	\$50,451	\$15.92	\$22.47	\$31.39
Production Occupations	263,650	\$16.07	\$33,415	\$9.80	\$13.20	\$18.93
<i>Transportation and Material Moving Occupations</i>	290,510	\$16.99	\$35,330	\$9.92	\$13.54	\$20.55
Total all occupations	4,056,490	\$25.97	\$54,013	\$11.64	\$18.67	\$32.79

Source: California EDD

Table 3
Selected Occupational Wages
Los Angeles County

SOC Code	Occupational Title	May 2014 Employment Estimates	Mean Annual Wage	SOC Code	Occupational Title	May 2014 Employment Estimates	Mean Hourly Wage	Mean Annual Wage
13-1151	Training and Development Specialists	5,250	\$63,616	29-2012	Medical and Clinical Laboratory Technicians	5,250	\$22.13	\$46,044
25-2012	Kindergarten Teachers, Except Special Education	4,020	\$63,556	47-2141	Painters, Construction and Maintenance	5,920	\$22.12	\$46,007
41-3021	Insurance Sales Agents	10,120	\$63,477	53-7081	Refuse and Recyclable Material Collectors	3,880	\$22.10	\$45,974
17-3023	Electrical and Electronics Engineering Technicians	3,690	\$63,282	29-2071	Medical Records and Health Information Technicians	4,970	\$21.99	\$45,740
53-1031	First-Line Supervisors of Transportation and Material-Moving Mach	6,230	\$63,177	49-2011	Computer, Automated Teller, and Office Machine Repairers	2,970	\$21.96	\$45,675
49-9041	Industrial Machinery Mechanics	5,700	\$62,164	53-2031	Flight Attendants	5,650	(2)	\$45,608
49-9052	Telecommunications Line Installers and Repairers	3,080	\$61,515	53-7051	Industrial Truck and Tractor Operators	16,030	\$21.87	\$45,486
17-3011	Architectural and Civil Drafters	3,090	\$61,213	43-3051	Payroll and Timekeeping Clerks	6,060	\$21.87	\$45,484
47-2111	Electricians	10,830	\$60,519	39-1021	First-Line Supervisors of Personal Service Workers	3,580	\$21.86	\$45,452
25-1194	Vocational Education Teachers, Postsecondary	3,190	\$60,362	49-2098	Security and Fire Alarm Systems Installers	2,610	\$21.72	\$45,178
43-1011	First-Line Supervisors of Office and Administrative Support Workers	50,240	\$59,570	35-1011	Chefs and Head Cooks	3,850	\$21.59	\$44,900
43-6011	Executive Secretaries and Executive Administrative Assistants	27,090	\$59,448	41-1011	First-Line Supervisors of Retail Sales Workers	31,250	\$21.57	\$44,868
27-1024	Graphic Designers	9,600	\$58,303	43-4061	Eligibility Interviewers, Government Programs	7,590	\$21.45	\$44,621
33-3012	Correctional Officers and Jailers	3,650	\$58,153	43-4131	Loan Interviewers and Clerks	4,470	\$21.44	\$44,601
51-1011	First-Line Supervisors of Production and Operating Workers	16,070	\$58,087	49-9071	Maintenance and Repair Workers, General	28,510	\$21.21	\$44,133
47-2081	Drywall and Ceiling Tile Installers	3,410	\$58,046	37-1011	First-Line Supervisors of Housekeeping and Janitorial Workers	3,840	\$21.18	\$44,062
43-6012	Legal Secretaries	10,250	\$57,296	43-4031	Court, Municipal, and License Clerks	2,910	\$21.17	\$44,043
49-2022	Telecommunications Equipment Installers and Repairers	7,170	\$57,144	43-4161	Human Resources Assistants, Except Payroll and Timekeeping	4,070	\$20.91	\$43,495
15-1151	Computer User Support Specialists	15,490	\$56,154	47-2061	Construction Laborers	18,030	\$20.57	\$42,785
13-1022	Wholesale and Retail Buyers, Except Farm Products	5,730	\$55,636	43-3031	Bookkeeping, Accounting, and Auditing Clerks	50,680	\$20.49	\$42,612
43-5052	Postal Service Mail Carriers	8,780	\$55,094	53-3032	Heavy and Tractor-Trailer Truck Drivers	29,430	\$20.39	\$42,416
47-2031	Carpenters	12,810	\$54,976	43-4199	Information and Record Clerks, All Other	4,550	\$20.39	\$42,409
29-2055	Surgical Technologists	2,900	\$54,420	25-3098	Substitute Teachers	15,540	\$20.31	\$42,232
27-4011	Audio and Video Equipment Technicians	6,550	\$53,984	43-9041	Insurance Claims and Policy Processing Clerks	9,400	\$20.00	\$41,607
25-3097	Teachers and Instructors, All Other, Except Substitute Teachers	12,970	\$53,385	43-9022	Word Processors and Typists	10,880	\$19.74	\$41,049
47-2051	Cement Masons and Concrete Finishers	2,750	\$53,182	43-3011	Bill and Account Collectors	13,640	\$19.57	\$40,694
49-9021	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	5,100	\$53,017	51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	15,170	\$19.52	\$40,611
49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	5,670	\$52,733	53-3021	Bus Drivers, Transit and Intercity	8,750	\$19.37	\$40,271
27-2022	Coaches and Scouts	5,060	\$52,706	33-9093	Transportation Security Screeners	2,560	\$19.34	\$40,240
27-3099	Media and Communication Workers, All Other	9,190	\$52,483	49-3021	Automotive Body and Related Repairers	3,610	\$19.29	\$40,128
21-1021	Child, Family, and School Social Workers	10,430	\$52,361	25-3021	Self-Enrichment Education Teachers	6,660	\$19.28	\$40,082
53-7199	Material Moving Workers, All Other	2,600	\$51,292	51-4121	Welders, Cutters, Solderers, and Brazers	6,230	\$19.22	\$39,980
21-1014	Mental Health Counselors	2,760	\$50,820	41-9099	Sales and Related Workers, All Other	3,750	\$19.20	\$39,933
11-9051	Food Service Managers	9,400	\$50,759	31-9099	Healthcare Support Workers, All Other	2,930	\$19.05	\$39,617
29-2061	Licensed Practical and Licensed Vocational Nurses	20,780	\$50,648	43-5032	Dispatchers, Except Police, Fire, and Ambulance	6,630	\$19.03	\$39,588
43-5053	Postal Service Mail Sorters, Processors, and Processing Operators	4,740	\$50,132	49-3023	Automotive Service Technicians and Mechanics	14,820	\$18.85	\$39,205
39-9031	Fitness Trainers and Aerobics Instructors	6,760	\$50,009	43-6014	Secretaries and Administrative Assistants, Except Legal, Medical,	58,300	\$18.76	\$39,030
53-1021	First-Line Supervisors of Helpers, Laborers, and Material Movers,	6,540	\$49,553	33-9099	Protective Service Workers, All Other	4,040	\$18.69	\$38,871
21-1099	Community and Social Service Specialists, All Other	2,830	\$49,046	31-9091	Dental Assistants	11,380	\$18.67	\$38,830
43-5011	Cargo and Freight Agents	6,990	\$48,802	43-4051	Customer Service Representatives	59,200	\$18.61	\$38,705
43-5061	Production, Planning, and Expediting Clerks	13,620	\$48,620	43-4181	Reservation and Transportation Ticket Agents and Travel Clerks	6,110	\$18.52	\$38,533
33-1099	First-Line Supervisors of Protective Service Workers, All Other	2,770	\$48,201	51-4011	Computer-Controlled Machine Tool Operators, Metal and Plastic	3,630	\$18.47	\$38,423
13-2082	Tax Preparers	2,750	\$47,839	29-2052	Pharmacy Technicians	8,120	\$18.35	\$38,166
29-2099	Health Technologists and Technicians, All Other	3,590	\$47,373	51-4041	Machinists	9,240	\$18.28	\$38,026

Source: California EDD

Market Conditions Update

This section of the report provides a summary update of on the conditions of the real estate market by product class, for San Fernando and surrounding regional markets. This information serves as an update of a previous market analysis prepared by MR+E in November of 2104 as part of the San Fernando Corridors Specific Plan amendment process.

Residential

As of January 2016, the median sales price for a single family home located in Zip Code 91340, which covers the City of San Fernando, was reported at \$407,000. This compares to a median price of \$505,000 for Los Angeles County and \$446,000 for the State of California as a whole. The trends of median sales prices for these three areas is displayed on Figure 2. Median prices in the San Fernando Zip Code peaked in April 2006 at \$511,000. This was just before the recession of 2007 and financial crisis of 2008, which effected prices in the area dramatically. Median sales prices fell to a low of \$282,000 in February of 2012 but have increased in line with the County and State since that time. From September of 2005 until November of 2008 San Fernando area median sales prices were higher than the statewide median. Since that time, the process in the local area have been considerably lower than the statewide median housing prices but have moved in tandem with trends in the State and County markets.

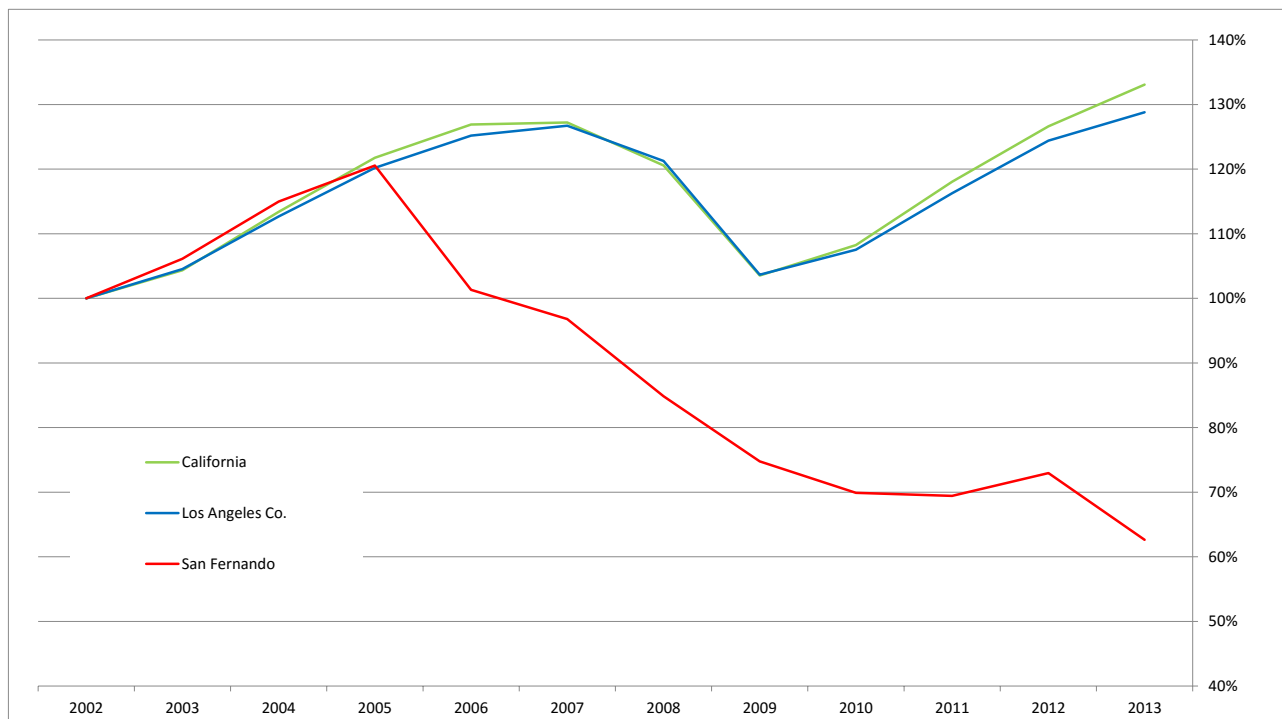
Information on multi-unit housing had been provided in the previous sections but in general the patterns observed in the single family market are reflected in rental trends that have been experienced in the region.

Retail

Table 4 shows retail sales tax receipts for San Fernando, Los Angeles County and the State of California. 2005 began a period of sharp decline in the retail sales and sales tax receipts in the City of San Fernando. This steady erosion of the city's retail base has continued through 2013, the most recent year for which full year annual data is available. San Fernando's declining relative share of retail sales is taking place in the context of a regional market that is over-built in available retail space. Table 5 provides data on retail vacancies and rental rates from 2012 through the last quarter of 2015 for the San Fernando Valley as a whole. At present the market has over 2 million sq. ft. of vacant retail space representing 5.20% of the market.

Table 4
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2013	586,839,618	140,079,708	253,015	0.2%
2012	558,387,250	135,295,582	294,683	0.2%
2011	520,568,055	126,440,737	280,443	0.2%
2010	477,347,986	116,942,334	282,436	0.2%
2009	456,492,945	112,744,727	302,000	0.3%
2008	531,653,540	131,881,744	342,737	0.3%
2007	561,050,149	137,820,418	390,972	0.3%
2006	559,652,437	136,162,552	409,364	0.3%
2005	536,904,428	130,722,373	486,998	0.4%
2004	500,076,783	122,533,104	464,571	0.4%
2003	460,096,468	113,685,422	428,662	0.3%
2002	440,950,094	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

Table 5
Retail Market Conditions
San Fernando Valley Market

	Existing Inventory				Net	Deliveries		Under Construction		Annual
	Bldgs	Total RBA	Vacant SF	Vacant %	Absorption	Buildings	RBA	Buildings	RBA	Rate
2015 4q	4,558	50,169,157	2,611,029	5.20%	-296,627	1	10,200	4	19,749	\$24.38
2015 3q	4,557	50,158,957	2,304,202	4.60%	620,197	2	543,844	4	23,949	\$24.64
2015 2q	4,555	49,615,113	2,380,555	4.80%	44,492	0	0	6	567,793	\$24.46
2015 1q	4,556	49,617,513	2,427,447	4.90%	-448	2	9,850	5	561,793	\$23.41
2014 4q	4,555	49,616,174	2,425,660	4.90%	55,996	1	7,000	4	553,694	\$23.36
2014 3q	4,555	49,615,985	2,481,467	5.00%	171,905	2	6,213	5	560,694	\$22.93
2014 2q	4,554	49,614,272	2,651,659	5.30%	-132,739	1	4,116	6	31,763	\$22.18
2014 1q	4,553	49,610,156	2,514,804	5.10%	63,824	3	22,478	4	17,329	\$21.94
2013 4q	4,553	49,602,354	2,570,826	5.20%	-21,990	0	0	7	39,807	\$21.69
2013 3q	4,553	49,602,354	2,548,836	5.10%	292,855	1	7,810	6	35,691	\$22.22
2013 2q	4,552	49,594,544	2,833,881	5.70%	85,266	0	0	7	43,501	\$21.90
2013 1q	4,552	49,594,544	2,919,147	5.90%	-133,090	4	93,466	7	43,501	\$21.94
2012 4q	4,549	49,502,812	2,694,325	5.40%	-88,383	2	17,330	8	114,489	\$21.95
2012 3q	4,547	49,485,482	2,588,612	5.20%	-67,643	2	23,737	9	127,969	\$22.07
2012 2q	4,545	49,461,745	2,497,232	5.00%	-76,631	3	59,311	10	135,440	\$21.42
2012 1q	4,542	49,402,434	2,361,290	4.80%	-3,125	3	22,016	10	129,241	\$21.59

Source: CoStar and MRE

Office

Office space in the San Fernando Valley has typically been concentrated in the major employment centers, with smaller opportunities along commercial corridors and in historic cores such as San Fernando's downtown. Demand for office space has typically lagged behind other regions in the metro Los Angeles Market.

Vacancy

The total vacancy rate, including sublet space decreased to 15.4%, down from 15.6% reported in the third quarter 2015. Note that the vacancy rate in the fourth quarter of 2014 was 15.7%. Total vacancy rates were highest in the West Ventura County at 23.6%. The submarket with the lowest vacancy in fourth quarter was Central San Fernando Valley at 9.7%.

Net Absorption

Net absorption was positive at 74,400 sq. ft. in fourth quarter. The positive absorption was largely due to small expansions and new space move-ins in West San Fernando Valley (121,300 sq. ft.) and Central San Fernando Valley (82,200 sq. ft.). The following submarkets recorded negative net absorption: West Ventura County (-67,000 sq. ft.), Conejo Valley (-50,300) and East San Fernando Valley, which includes the City of San Fernando (-14,000 sq. ft.).

The significant tenants that moved into their space during fourth quarter were as follows: Viking River Cruises moved into 32,700 sq. ft. at 21301 Burbank Blvd in Woodland Hills and Essex moved into 20,100 SF at 21860 Burbank Blvd located also in Woodland Hills.

Table 6 summarizes market conditions for office space in the greater San Fernando Valley market

Industrial

The industrial market in the San Fernando area is mostly a mature built out environment with development opportunities limited to infill sites and adaptive reuse.

Vacancy

Vacancy rate in the market has remained unchanged over the last of 2015 quarter at 2.4%, however the market has tightened from the 3.3% reported in the final quarter of 2014. The vacancy rate has steadily declined over the last nine quarters and is at its lowest point ever recorded. In terms of submarkets, the Central San Fernando Valley recorded the lowest vacancy rate (0.5%) in the region. The total availability rate decreased to 4.2%, the lowest availability rate experienced in over two years.

Table 6
Office Market
Q4 2015

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SAN FERNANDO VALLEY	29	2,554,550	12.20%	0.00%	12.20%	11.60%	14,700	123,600	-14,000	77,300	0	\$2.46
WEST VENTURA COUNTY	57	3,072,782	23.40%	0.20%	23.60%	21.50%	31,600	148,500	-67,000	-69,100	0	\$1.92
SANTA CLARITA VALLEY	31	2,071,953	14.80%	0.30%	15.10%	15.20%	30,500	75,000	2,200	-5,500	0	\$2.29
CONEJO VALLEY	104	6,514,188	15.30%	0.40%	15.70%	14.90%	79,700	491,700	-50,300	35,900	120,933	\$2.23
WEST SAN FERNANDO VALLEY	139	14,840,973	15.00%	0.80%	15.90%	16.70%	216,600	959,600	121,300	140,600	0	\$2.19
CENTRAL SAN FERNANDO VALLEY	61	4,522,644	8.70%	1.00%	9.70%	11.50%	108,200	421,600	82,200	-19,700	0	\$2.23
SAN FERNANDO VALLEY SUBTOTAL	229	21,918,167	13.40%	0.80%	14.20%	15.00%	339,500	1,504,800	189,500	198,200	0	\$2.22
VENTURA COUNTY SUBTOTAL	161	9,586,970	17.90%	0.30%	18.20%	17.00%	111,300	640,200	-117,300	-33,200	120,933	\$2.10
TOTAL	421	33,577,090	14.80%	0.60%	15.40%	15.60%	481,300	2,220,000	74,400	159,500	120,933	\$2.19

Source Colliers

Net absorption

In the final quarter of 2015, the market recorded positive absorption of 146,000 sq. ft. This was the 9th consecutive quarter of positive industrial demand. Positive net absorption will be harder to maintain in the future as the vacancy rate is low and construction opportunities remain limited.

Table 7 summarizes the market conditions for industrial real estate in the San Fernando market.

Summary and Conclusions

A review of the current market conditions suggest that the segments of the strongest demand San Fernando are for residential development followed by industrial uses with softer demand for the retail and office segments . The demand for housing is consistent with regionwide deficit in new housing construction in relation to population growth and household formation. Residential prices for both single-family detached and multi-unit housing have been accelerating. This is true for both for sale product and rental units. Demand for industrial space is similarly driven by a constrained inventory generally within the Los Angeles basin and more acutely within the San Fernando Valley. Industrial demand is largely being driven by smaller scale users who are able to take advantage of infill and adaptive reuse and redevelopment opportunities. The entire retail sector is facing oversupply due to the lingering effects of the 2007 recession and 2008 housing crisis. These effects have been compounded by shifts in consumer patterns towards the Internet as well as land-use policies that have tended to encourage development of retail development locations in Southern California. The supply of retail space is expected to drag on the market for the foreseeable future and foreclose opportunities for general retail absorption . Specialized projects and destination retail can be anticipated to drive a large component of absorption moving forward. Demand for office space is tied to employment growth particularly in sectors that use office space. However there has been an increasing rise in efficiency of the employment per square foot office space as many users moved to open floor plans, shared workspaces and related strategies to reduce the overall demand for office space per employee. Oversupply in the regional market is anticipated to slow absorption of the existing product with build to suit office projects driving any new construction.

In light of these market conditions, the TOD corridors specific plan area is likely to see developer interest in residential development, both rental and for-sale, as the primary driver of new investment with small-scale industrial , infill industrial and live workspace providing additional sources of demand for real estate within the plan area .

Table 7
Industrial Market
Q4 2015

Market	Bldgs.	Total inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SAN FERNANDO VALLEY	1,620	50,724,200	28,600	1.70%	1.80%	3.50%	55,400	3	259,400	10	314,800	2,391,100	42,800	909,200	\$0.71
WEST VENTURA COUNTY	1,146	42,008,000	0	2.90%	3.70%	4.60%	315,300	6	531,300	10	846,600	1,682,700	344,600	287,700	\$0.56
SIMI VALLEY/MOORPARK	302	11,104,200	0	7.80%	5.10%	10.00%	92,700	2	137,500	7	230,200	771,500	-348,000	-478,800	\$0.58
SANTA CLARITA VALLEY	429	18,575,700	0	2.70%	2.40%	6.20%	0	0	107,300	6	107,300	1,267,100	-56,400	221,800	\$0.61
CONEJO VALLEY	241	7,412,000	0	0.80%	2.80%	2.00%	0	0	62,400	2	62,400	482,800	142,000	219,700	\$0.75
WEST SAN FERNANDO VALLEY	790	25,761,200	0	2.10%	1.90%	3.00%	136,800	5	168,200	8	305,000	1,478,800	36,300	295,100	\$0.73
CENTRAL SAN FERNANDO VALLEY	430	13,819,000	0	0.50%	0.40%	1.80%	0	0	19,600	1	19,600	460,700	-15,300	120,800	\$0.89
SAN FERNANDO VALLEY SUBTOTAL	3,287	109,453,500	0	1.80%	1.70%	3.70%	192,100	8	554,500	25	746,600	5,620,600	7,300	1,465,400	\$0.69
VENTURA COUNTY SUBTOTAL	1,670	59,950,800	0	3.60%	3.90%	5.30%	408,000	8	731,200	19	1,139,200	2,825,000	138,600	117,600	\$0.58

Source: Colliers

Appendix A

Memo

From: David Bergman, MR+E

RE: Task 4--Economic Existing Conditions Report

Date 9/3/14

Introduction

This report represents an examination of the existing conditions in the economy of the San Fernando TOD project plan area. The plan area, which covers portions of the main commercial corridors in the Western half of the city of San Fernando, is represented in this report by data from Census tract 3202. This tract covers the Western half of the city of San Fernando West of San Fernando Rd and, contains all of the project plan area as well as the adjoining residential neighborhoods to the North and South of San Fernando Mission Boulevard up to the city's boundaries in both directions. Data is presented in comparison with information available for the city of San Fernando as a whole and for Los Angeles County where appropriate. This section of the existing conditions report was prepared to provide context about the conditions in the local economy and attributes of the plan area population. Information is provided for the following topic areas:

- Population
- Households
- Dwelling units
- Employment and income
- Taxable sales
- Development and real estate market conditions

Population

The project area is located in the city of San Fernando. With an estimated population of 24,222 persons, San Fernando is the 60th largest city in Los Angeles County and represents 0.3% of the total County's population. Table 1 shows San Fernando's population relative to other incorporated cities in Los Angeles County. As a mature and built out community, San Fernando has experienced only moderate population growth since 2000. Over the past 13 years the city is estimated by the California Department of finance to have added just over 500 residents representing a growth rate of around 2%. This compares to a population growth over 5% for Los Angeles County

and 12% for the state of California as a whole. Table 2 presents annual population estimates produced by the California Department of Finance. In terms of age distribution, the median age within both the plan area and the city of San Fernando as a whole are significantly younger than the Los Angeles County median. The plan area and city had a median ages of 31.2 and 30.7 years of age respectively compared to the median age of 34.8 for Los Angeles County. Table 3 shows the distribution of population by age plan area the city in Los Angeles County. The cohort with the largest variance are 15 through 19 year olds, although the entire school-age population is represented in greater percentage terms in the plan area in comparison to the County.

Distribution of race and ethnicity is shown on table 4. Notably the plan area population is almost entirely Hispanic representing 96.3% the total population no other category exceeds 2% within the plan area. This shows a high concentration of an Hispanic population even in the context of the city of San Fernando in which 21,800 persons report Hispanic ethnicity out of the total population of 23,600 persons. By comparison , in Los Angeles County 47.75% of the total population reports Hispanic ethnicity. This represents 4.6 million persons on a total population of 9.8 million.

In terms of nativity just over half of the plan area's population is native born with most of the native born population originating in California. Of the 2,637 persons who report being born abroad 1,125 them are naturalized US citizens. This proportion occurs at approximately the same rate as the County as a whole. Almost all of the foreign-born population reports its origins in one of the countries of Latin America. In terms of language just over 55% of the plan area's population reports that they speak English only. The only other language spoken at home within the plan area population is Spanish with only 41 individuals reporting that they speak English less than very well. These statistics are presented on table 5.

Households

Table 6 presents data on the structure of households in the plan area. Just over 80% of the 1,790 households located in the plan area are family households., this is a significantly larger percentage than the County total of just over 67%. However it is roughly equivalent to the city of San Fernando's ratio. Average family size is reported at 4.18 persons which is larger than the County average of 3.58. Likewise average household size at 3.67 persons is 30% larger than the County average of 2.89 persons. 61.74% of the family households report having children under 18 years of age which is a larger percentage than is reported for Los Angeles County.

Dwelling units

The city of San Fernando has historically been seen as a location of attainably priced housing. Data for the median sales price for single-family homes comparing zip code 91 340, which is roughly coterminous boundaries of the city of San Fernando, with median prices for Los Angeles County and the state of California presented on figure 1. As of June 2014 the reported median price of single-family home in the San Fernando zip code was reported at \$335,000 this compares to a median price of \$479,000 for Los Angeles County and \$363,000 for California. During the housing expansion that was experienced in the later half of the 2000s the city of San Fernando market area experienced higher prices than the median for California as a whole however by September 2008, with the onset of the financial crisis, housing values in San Fernando reverted to their long-term situation as being price lower than the state median. Like all of California, housing prices were strongly affected by the national recession which began in 2007 and were further affected by the financial crisis of 2008. As housing prices stabilized from late 2009 onward prices in the San Fernando market area have begun to slowly increase beginning in late 2012 housing values in San Fernando began to increase a rate roughly portion to the state and County as a whole. Table 7 presents annual median price for single-family homes from 2000 to 2013 for California Los Angeles County and the San Fernando zip code.

Focusing more specifically on the plan area, the ACS reports and 2012 there were 1,900 housing units of which 1,317 were single unit detached housing structures. This represented just under 70% of the total units in the community. In terms of large multifamily development the ACS reports only 22 projects with 20 or more units representing 1.16% of the total housing stock within the plan area. This is significantly less than the countywide rate of 18.31%. In terms of overcrowding, approximately 16% of dwelling stock reports having more than one occupant per room. This is a rate somewhat higher than that reported for the County total. Table 8 provides detailed on these attributes of the community's housing stock.

In terms of housing tenure, 46.73% of dwelling units in the plan area are owner occupied this compares to 51.96% for the city of San Fernando as a whole and is slightly higher than the rate for the whole of Los Angeles County which is reported at 44.84%. Vacant housing units are comprised of us entirely of units available for rent and those that are for sale and currently unoccupied. Table 9 provides information on housing tenure.

As San Fernando is a mature and built out community most development opportunities occur in the context of redevelopment and infill projects. As result, the housing stock is considerably older in both the city of San Fernando and in the plan area as a whole especially when compared to Los Angeles County of the 1,900 dwelling units in the plan area 20.63% were built prior to 1939 this compares to 15.16% for Los Angeles County. In more recent years

less than 1% of the plan areas housing stock was built after 2010 and approximately 6% of the total number of dwelling units built in the plan area were constructed after 2000. Table 10 provides data on the age of housing stock within the San Fernando plan area.

Employment and income

Table 11 shows employment by major economic activity for jobs located within the city of San Fernando. For 2011 the economic census reported 7,633 jobs were located within the city of San Fernando which represented a 0.21% the total employment base Los Angeles County. Examining a distribution of the employment positions I sector shows a strong representation of manufacturing, which accounts for 22.38% of the jobs located in the city of San Fernando, and health care and related activities which account for 1,095 jobs were 14.34% of the total jobs located in the city. Comparison to the County sectors such as construction manufacturing wholesale trade information and educational services are strongly represented in percentage terms in comparison to the counties total employment positions.

Table 12 provides comparable information for city of San Fernando residents. This shows the distribution of jobs by economic sector held by city of San Fernando residents. Manufacturing retail sales and health care and related activities are the largest categories of employment for community residents. In terms of representation relative to the distribution of employment in Los Angeles County manufacturing and construction are more prevalent among the city's workforce that is reported for the County as a whole.

The median household income in the plan area was reported at \$44,210 for 2012 this is lower than both the city wide and County median household incomes of approximately \$48,000 and \$56,000 respectively. The distribution of household incomes is shown on table 13. Within the plan area there are more low and moderate income households in comparison to the County however the middle income categories are well represented in fact the largest single category of households reported median incomes of between \$50,000 and \$75,000.

Taxable sales

Prior to the 2007 recession taxable sales in the city of San Fernando had already begun to experience erosion. By the time the recession and subsequent financial crisis hit, the volume of retail sales in the city had contracted significantly. Will there were declines experienced in both the County and the state, retail sales in San Fernando remained weak, with only a modest recovery beginning in 2012. Total retail sales in 2012, last year for which

complete annual data is available, were just over \$294 million. This compares to \$403 million that was recorded for 2012. Table 14 shows trends over the last decade for retail sales in the County state and the city of San Fernando.

Construction and real estate market.

For the most part San Fernando is a built out and mature city. Development takes place in the context of densification adaptive reuse and redevelopment. Single-family homes are the most common land-use in the city to review of building permits issued by the city is shown on table 15. San Fernando issued permits for 185 dwelling units in six multifamily buildings going back to 1997. As was discussed in the section on dwelling units, the majority of the city's housing stock is made up of single-family detached homes, however, as part of a greater trend towards densification and market demand for multifamily rentals generated from the contractions of the housing finance market in the wake of the 2008 financial crisis development of multifamily projects are becoming increasingly more popular throughout the Los Angeles area. 2012 saw the greatest number of multifamily units developed in San Fernando for any year going back to 1997.

Table 16 provides information on the office market in East San Fernando Valley comparison to the office market throughout the greater Valley and Ventura markets. These are San Fernando Valley submarket, which contains the city of San Fernando, currently has an 18.1% vacancy rate in office space. Despite these high vacancy rates absorption has been positive with almost 90,000 square feet absorbed the first two quarters of 2014. The East San Fernando Valley also has the highest average asking lease rate in the broader market area. As the economy improves and the overall unemployment rate in LA County begins to decline the San Fernando Valley is likely to see continued increases in absorption and demand for office. At present these rates are below replacement cost and as a result development pressure is unlikely to emerge in the near future.

Table 17 provides data on the industrial market. The East San Fernando Valley submarket has extremely tight vacancy rate of just over 2%. The market is seen positive net absorption through the first half of 2014 of nearly 320,000 sq. ft. With average leasing rates and \$.62 per sq. ft. To create market conditions where rents are above replacement costs. This is likely to generate increased development demand where opportunities for industrial development exist. At present there are just under 60,000 sq. ft. Of new industrial development under construction within the submarket.

Summary and conclusions

San Fernando market area is beginning recovery from the economic dislocations caused by the 2007 economic recession in the 2008 financial crisis. After the loss of tremendous amount of value in the residential housing stock, as was experienced throughout the region, home prices in the city of San Fernando are beginning to stabilize at an attainable price level. At the same time the community's residents and employment base are strongly tied to sectors of the economy such as manufacturing and related goods production. These industries, have been experiencing a recovery that began in 2012. Demand for industrial land in the Northeast San Fernando Valley is likely to be sustainable in to the intermediate future and at the same time the presence of transit connections within the city are also likely to be supportive of an increasing demand for multiunit residential development.

Table 1
Los Angeles County Cities by Population
2014

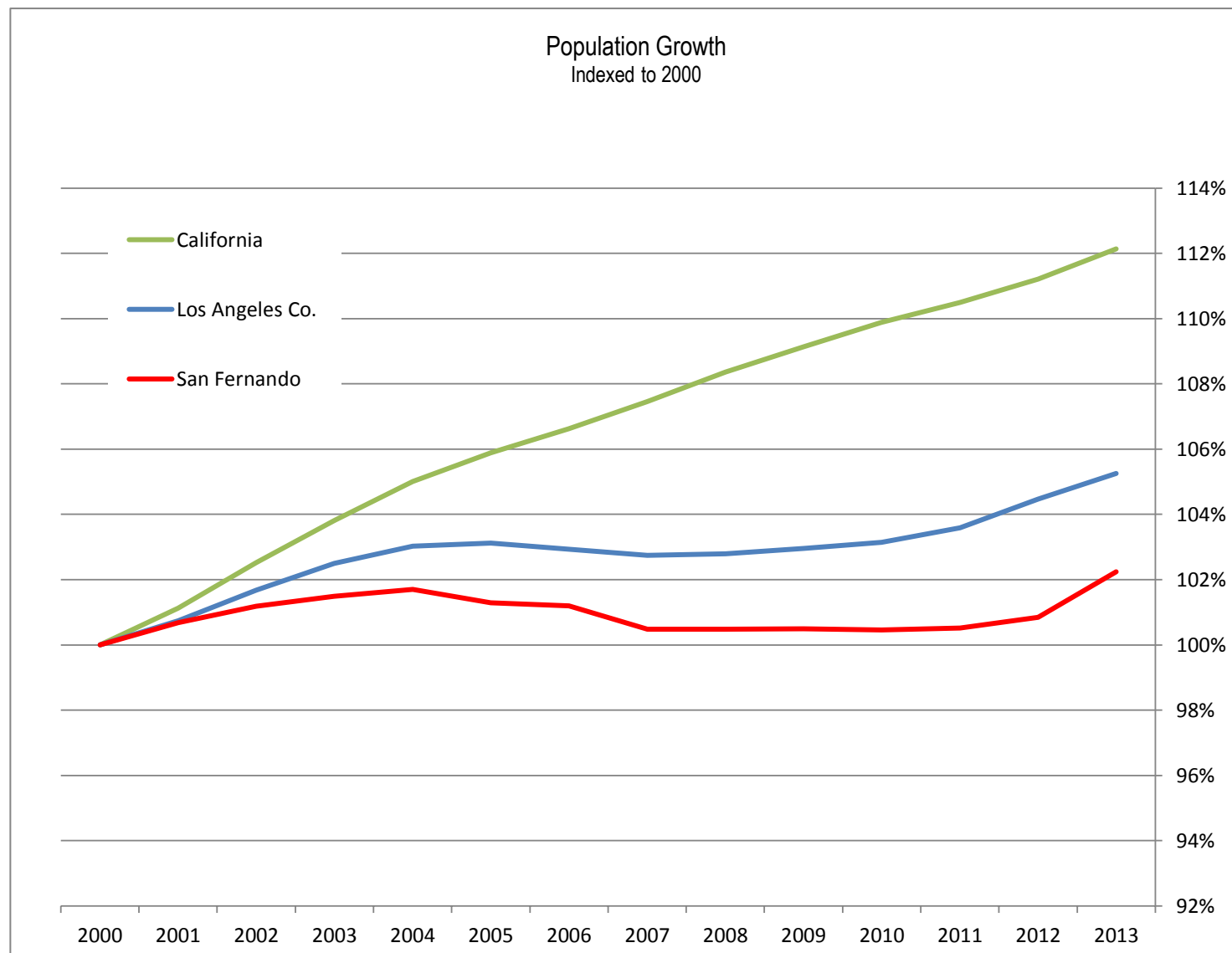
County Rank	City	Population	Percent of County	County Rank	City	Population	Percent of County
1	Los Angeles	3,904,657	48.1%	45	San Gabriel	40,313	0.5%
2	Long Beach	470,292	5.8%	46	Culver City	39,579	0.5%
3	Santa Clarita	209,130	2.6%	47	Monrovia	37,162	0.5%
4	Glendale	195,799	2.4%	48	Temple City	36,134	0.4%
5	Lancaster	159,878	2.0%	49	Bell	35,972	0.4%
6	Palmdale	155,657	1.9%	50	Claremont	35,920	0.4%
7	Pomona	151,713	1.9%	51	Manhattan Beach	35,619	0.4%
8	Torrance	147,706	1.8%	52	West Hollywood	35,072	0.4%
9	Pasadena	140,879	1.7%	53	Beverly Hills	34,677	0.4%
10	El Monte	115,064	1.4%	54	San Dimas	34,072	0.4%
11	Downey	113,363	1.4%	55	Lawndale	33,228	0.4%
12	Inglewood	111,795	1.4%	56	La Verne	32,228	0.4%
13	West Covina	107,828	1.3%	57	Walnut	30,112	0.4%
14	Norwalk	106,630	1.3%	58	Maywood	27,758	0.3%
15	Burbank	105,543	1.3%	59	South Pasadena	26,011	0.3%
16	Compton	98,082	1.2%	60	San Fernando	24,222	0.3%
17	South Gate	96,057	1.2%	61	Cudahy	24,142	0.3%
18	Carson	92,636	1.1%	62	Calabasas	23,943	0.3%
19	Santa Monica	92,185	1.1%	63	Duarte	21,668	0.3%
20	Hawthorne	86,644	1.1%	64	Lomita	20,630	0.3%
21	Whittier	86,538	1.1%	65	Agoura Hills	20,625	0.3%
22	Alhambra	84,697	1.0%	66	La Canada Flintridge	20,535	0.3%
23	Lakewood	81,224	1.0%	67	South El Monte	20,426	0.3%
24	Bellflower	77,741	1.0%	68	Hermosa Beach	19,750	0.2%
25	Baldwin Park	76,715	0.9%	69	Santa Fe Springs	17,349	0.2%
26	Lynwood	70,980	0.9%	70	El Segundo	16,897	0.2%
27	Redondo Beach	67,717	0.8%	71	Artesia	16,776	0.2%
28	Pico Rivera	63,873	0.8%	72	Hawaiian Gardens	14,456	0.2%
29	Montebello	63,527	0.8%	73	Palos Verdes Estates	13,665	0.2%
30	Monterey Park	61,777	0.8%	74	San Marino	13,341	0.2%
31	Gardena	60,082	0.7%	75	Commerce	13,003	0.2%
32	Huntington Park	59,033	0.7%	76	Malibu	12,865	0.2%
33	Arcadia	57,500	0.7%	77	Signal Hill	11,411	0.1%
34	Diamond Bar	56,400	0.7%	78	Sierra Madre	11,094	0.1%
35	Paramount	55,051	0.7%	79	Westlake Village	8,386	0.1%
36	Rosemead	54,762	0.7%	80	Rolling Hills Estate	8,184	0.1%
37	Glendora	51,290	0.6%	81	La Habra Heights	5,420	0.1%
38	Cerritos	49,741	0.6%	82	Avalon	3,820	0.0%
39	La Mirada	49,178	0.6%	83	Hidden Hills	1,901	0.0%
40	Covina	48,619	0.6%	84	Rolling Hills	1,895	0.0%
41	Azusa	48,385	0.6%	85	Irwindale	1,466	0.0%
42	Bell Gardens	42,667	0.5%	86	Bradbury	1,082	0.0%
43	Rancho Palos Verdes	42,358	0.5%	87	Industry	438	0.0%
44	La Puente	40,478	0.5%	88	Vernon	122	0.0%
				Balance of County			
				1,046,557			
				12.9%			
				County Total			
				8,111,871			

Source: California Department of Finance E-1

Table 2

Population Growth
California Department of Finance Annual Estimates

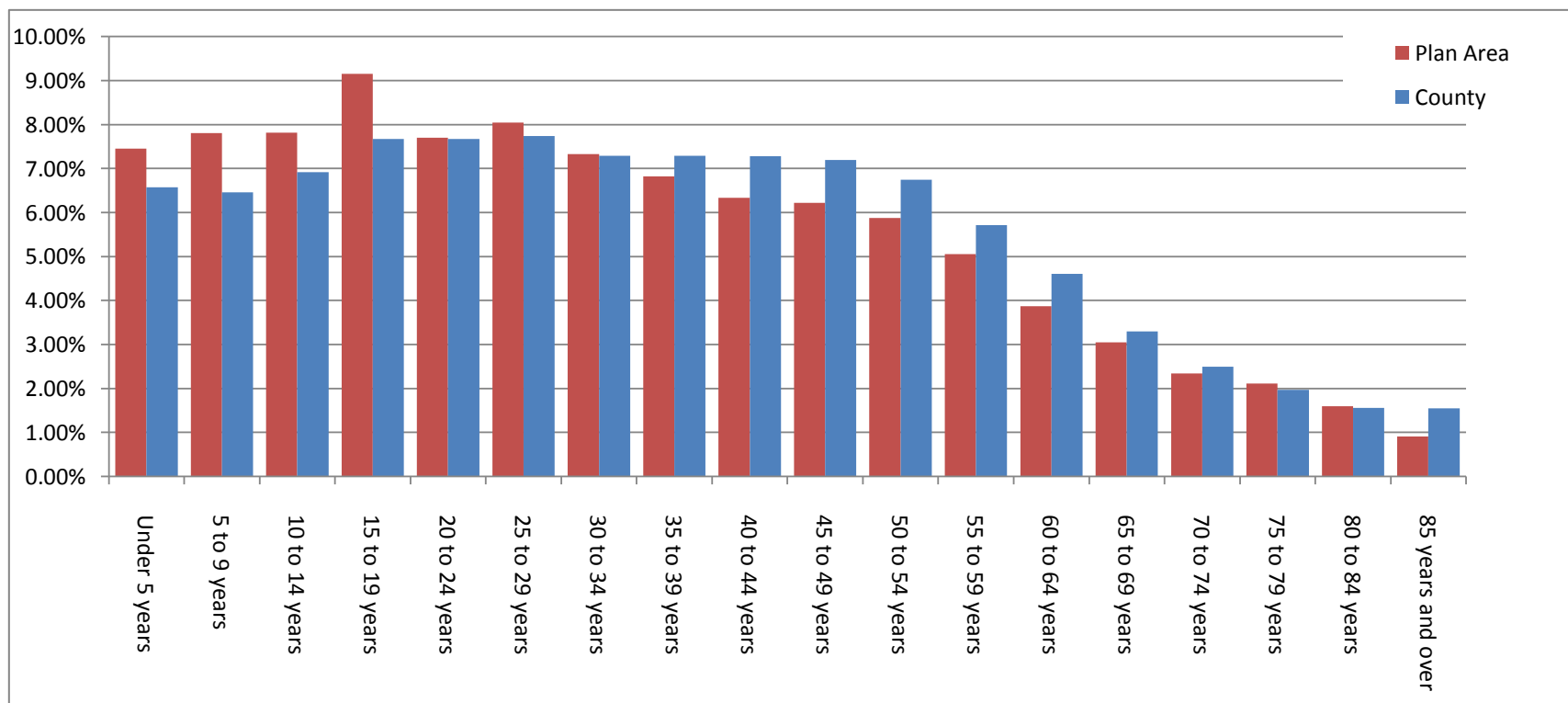
Year	California	Los Angeles Co.	San Fernando
2013	37,984,138	10,019,365	24,093
2012	37,668,804	9,945,031	23,764
2011	37,427,946	9,860,904	23,687
2010	37,223,900	9,818,605	23,671
2009	36,966,713	9,801,096	23,680
2008	36,704,375	9,785,474	23,677
2007	36,399,676	9,780,808	23,677
2006	36,116,202	9,798,609	23,846
2005	35,869,173	9,816,153	23,867
2004	35,570,847	9,806,944	23,965
2003	35,163,609	9,756,914	23,915
2002	34,725,516	9,679,212	23,843
2001	34,256,789	9,590,080	23,725
2000	33,873,086	9,519,330	23,564



Source: CA DoF E-8 and MR+E

Table 3
Population by Age
San Fernando TOD Plan Area
2010 Census

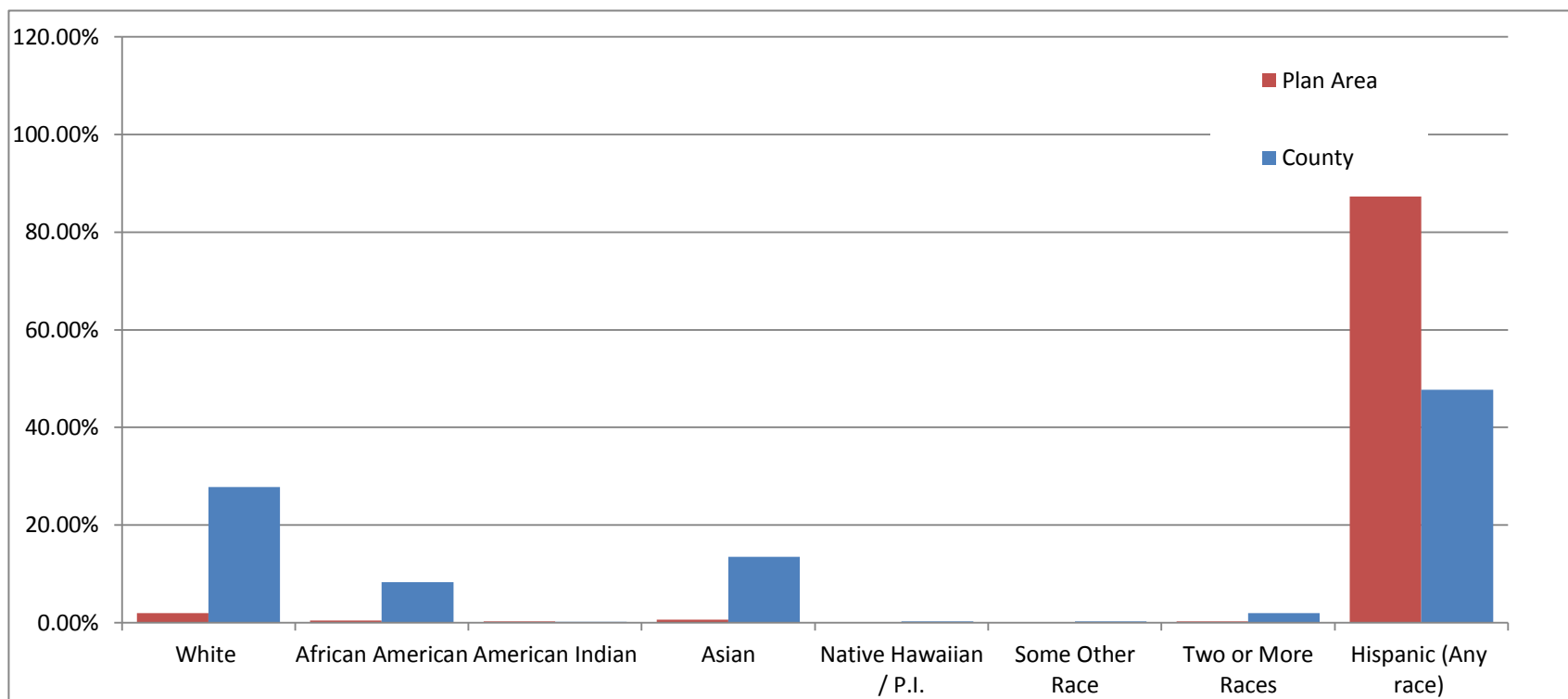
Year	3203 Plan Area	City of San Fernando	Los Angeles County	Percentage	
				Plan Area	County
Under 5 years	518	1,895	645,793	7.46%	6.58%
5 to 9 years	542	1,889	633,690	7.80%	6.45%
10 to 14 years	543	1,937	678,845	7.82%	6.91%
15 to 19 years	636	2,034	753,630	9.15%	7.68%
20 to 24 years	535	1,845	752,788	7.70%	7.67%
25 to 29 years	559	1,961	759,602	8.05%	7.74%
30 to 34 years	509	1,790	716,129	7.33%	7.29%
35 to 39 years	474	1,746	715,635	6.82%	7.29%
40 to 44 years	440	1,635	714,691	6.33%	7.28%
45 to 49 years	432	1,488	706,742	6.22%	7.20%
50 to 54 years	408	1,399	662,205	5.87%	6.74%
55 to 59 years	351	1,182	560,920	5.05%	5.71%
60 to 64 years	269	851	452,236	3.87%	4.61%
65 to 69 years	212	596	323,287	3.05%	3.29%
70 to 74 years	163	491	245,183	2.35%	2.50%
75 to 79 years	147	376	192,881	2.12%	1.96%
80 to 84 years	111	262	152,722	1.60%	1.56%
85 years and over	63	268	151,626	0.91%	1.54%
Median age	31.2	30.70	34.8		89.66%
Total	6,948	23,671	9,818,605		0.07%



Source: US Census and MR+E

Table 4
Race and Ethnicity
San Fernando TOD Plan Area
2010 Census

Race	3203 Plan Area	City of San Fernando	Los Angeles County	Percentage Plan Area	Percentage County	Index
White	137	1,259	2,728,321	1.97%	27.79%	7.10%
African American	29	146	815,086	0.42%	8.30%	5.03%
American Indian	20	66	18,886	0.29%	0.19%	149.65%
Asian	44	192	1,325,671	0.63%	13.50%	4.69%
Native Hawaiian / P.I.	1	19	22,464	0.01%	0.23%	6.29%
Some Other Race	4	14	25,367	0.06%	0.26%	22.28%
Two or More Races	17	82	194,921	0.24%	1.99%	12.32%
Hispanic (Any race)	6,696	21,876	4,687,899	96.37%	47.75%	201.85%
Median age	31.2	30.7	34.8		89.66%	
Total	6,948	23,654	9,818,615		0.07%	



Source: US Census and MR+E

Table 5
Nativity and Language
San Fernando TOD Plan Area
2012 ACS

Number	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
PLACE OF BIRTH				
Total population	6,548	23,703	2,192,982	
Native	3,911	15,198	1,711,123	76.55%
Born in United States	3,868	15,027	1,688,915	76.70%
State of residence (CA)	3,676	14,124	1,265,964	97.25%
Different state	192	903	422,951	15.20%
Puerto Rico or abroad to American parent(s)	43	171	22,208	64.85%
Foreign born	2,637	8,505	481,859	183.28%
U.S. CITIZENSHIP STATUS				
Foreign-born population	2,637	8,505	481,859	
Naturalized U.S. citizen	1,125	3,897	205,758	99.91%
Not a U.S. citizen	1,512	4,608	276,101	100.07%
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population	2,637	8,505	481,859	
Europe	-	37	25,610	0.0%
Asia	18	218	91,969	3.6%
Africa	-	-	6,466	0.0%
Oceania	-	148	2,322	0.0%
Latin America	2,619	8,102	344,634	138.9%
Canada	-	-	10,858	0.0%
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	5,895	21,469	2,030,097	
English only	3,258	4,360	1,221,523	91.85%
Language other than English	2,467	17,109	808,574	105.07%
Speak English less than "very well"	41	6,907	327,448	4.31%
Spanish	2,467	16,705	673,265	126.19%
Speak English less than "very well"	41	6,840	276,304	5.11%
Other Indo-European languages	-	281	42,022	0.00%
Speak English less than "very well"	-	42	11,156	0.00%
Asian and Pacific Islander languages	-	94	80,919	0.00%
Speak English less than "very well"	-	16	36,790	0.00%
Other languages	-	29	12,368	0.00%
Speak English less than "very well"	-	9	3,198	0.00%

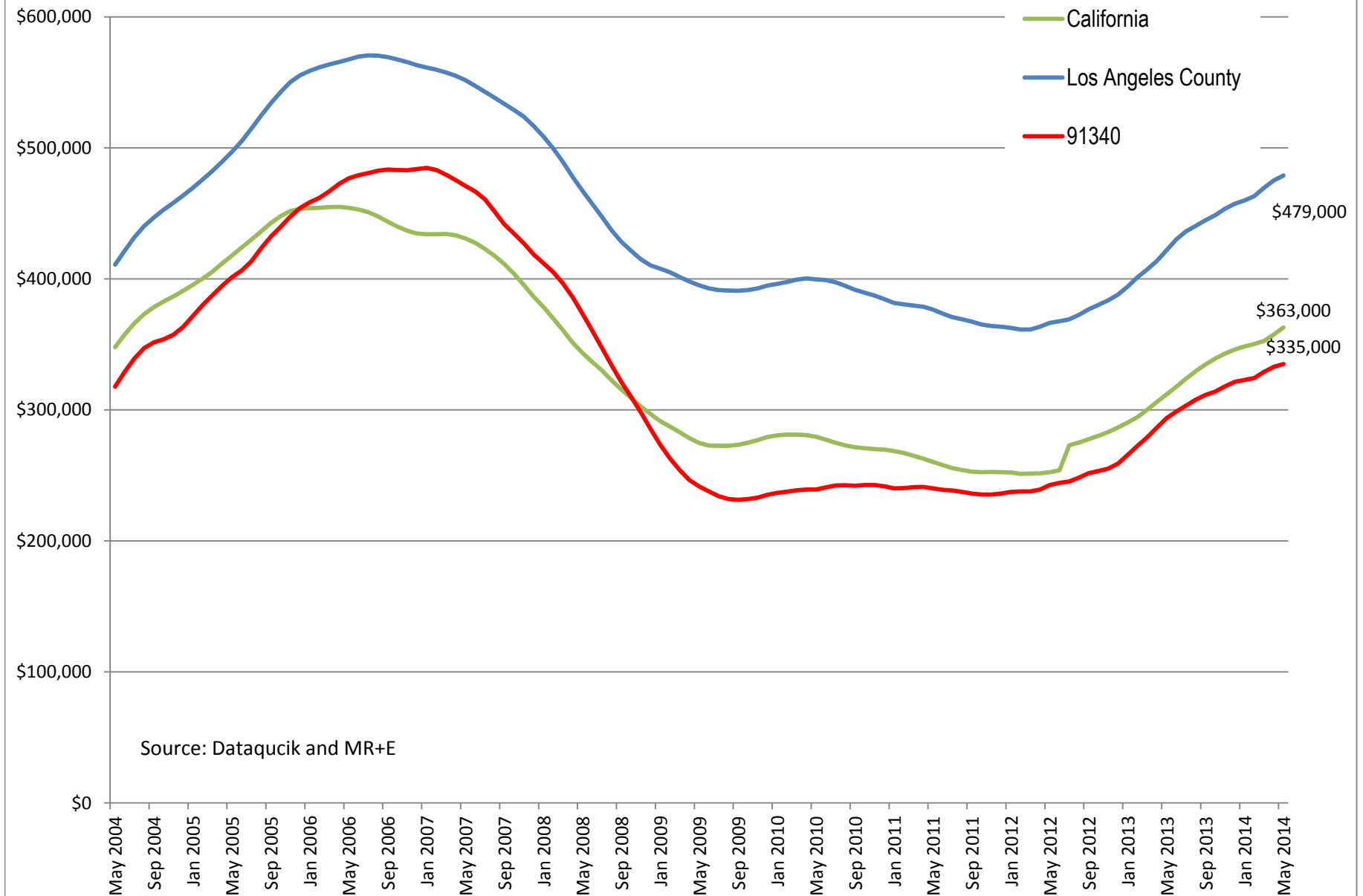
Source: US Census and MR+E

Table 6
Household Structure
San Fernando TOD Plan Area
2010

	3203 Plan Area	City of San Fernando	Los Angeles County	3203 Plan Area	City of San Fernando	Los Angeles County	Index
Household Type							
Total households	1,790	5,967	3,241,204				
Family households	1,469	4,972	2,194,080	82.07%	83.32%	67.69%	121%
Male householder	994	3,346	1,430,848	55.53%	56.08%	44.15%	126%
Female householder	475	1,626	763,232	26.54%	27.25%	23.55%	113%
Nonfamily households	321	995	1,047,124	17.93%	16.68%	32.31%	56%
Male householder	171	506	510,532	9.55%	8.48%	15.75%	61%
Living alone	131	365	360,530	7.32%	6.12%	11.12%	66%
Female householder	150	489	536,592	8.38%	8.20%	16.56%	51%
Living alone	119	366	424,398	6.65%	6.13%	13.09%	51%
Household Size							
Total households	1,790	5,967	3,241,204				
1-person household	250	731	784,928	13.97%	12.25%	24.22%	58%
2-person household	316	1,042	853,003	17.65%	17.46%	26.32%	67%
3-person household	281	986	526,937	15.70%	16.52%	16.26%	97%
4-person household	332	1,135	486,027	18.55%	19.02%	15.00%	124%
5-person household	256	872	283,566	14.30%	14.61%	8.75%	163%
6-person household	155	510	144,956	8.66%	8.55%	4.47%	194%
7-or-more-person household	200	691	161,787	11.17%	11.58%	4.99%	224%
Average household size	3.87	3.94	2.98				130%
Average family size	4.18	4.18	3.58				117%
Family Structure							
Families	1,469	4,972	2,194,080				
With related children under 18 years	907	3,186	1,203,334	61.74%	64.08%	54.84%	113%
With own children under 18 years	736	2,663	1,052,977	50.10%	53.56%	47.99%	104%
Under 6 years only	100	432	210,004	6.81%	8.69%	9.57%	71%
Under 6 and 6 to 17 years	215	749	226,914	14.64%	15.06%	10.34%	142%
6 to 17 years only	421	1,482	616,059	28.66%	29.81%	28.08%	102%
Husband-wife families	951	3,282	1,480,665	64.74%	66.01%	67.48%	
With related children under 18 years	606	2,151	790,374	41.25%	43.26%	36.02%	115%
With own children under 18 years	503	1,857	721,804	34.24%	37.35%	32.90%	104%
Under 6 years only	69	289	149,633	4.70%	5.81%	6.82%	69%
Under 6 and 6 to 17 years	152	556	165,241	10.35%	11.18%	7.53%	137%
6 to 17 years only	282	1,012	406,930	19.20%	20.35%	18.55%	104%
Female householder, no husband present	339	1,098	497,047	23.08%	22.08%	22.65%	
With related children under 18 years	200	695	296,976	13.61%	13.98%	13.54%	101%
With own children under 18 years	159	549	239,012	10.82%	11.04%	10.89%	99%
Under 6 years only	19	82	37,420	1.29%	1.65%	1.71%	76%
Under 6 and 6 to 17 years	39	116	43,349	2.65%	2.33%	1.98%	134%
6 to 17 years only	101	351	158,243	6.88%	7.06%	7.21%	95%

Source: US Census and MR+E

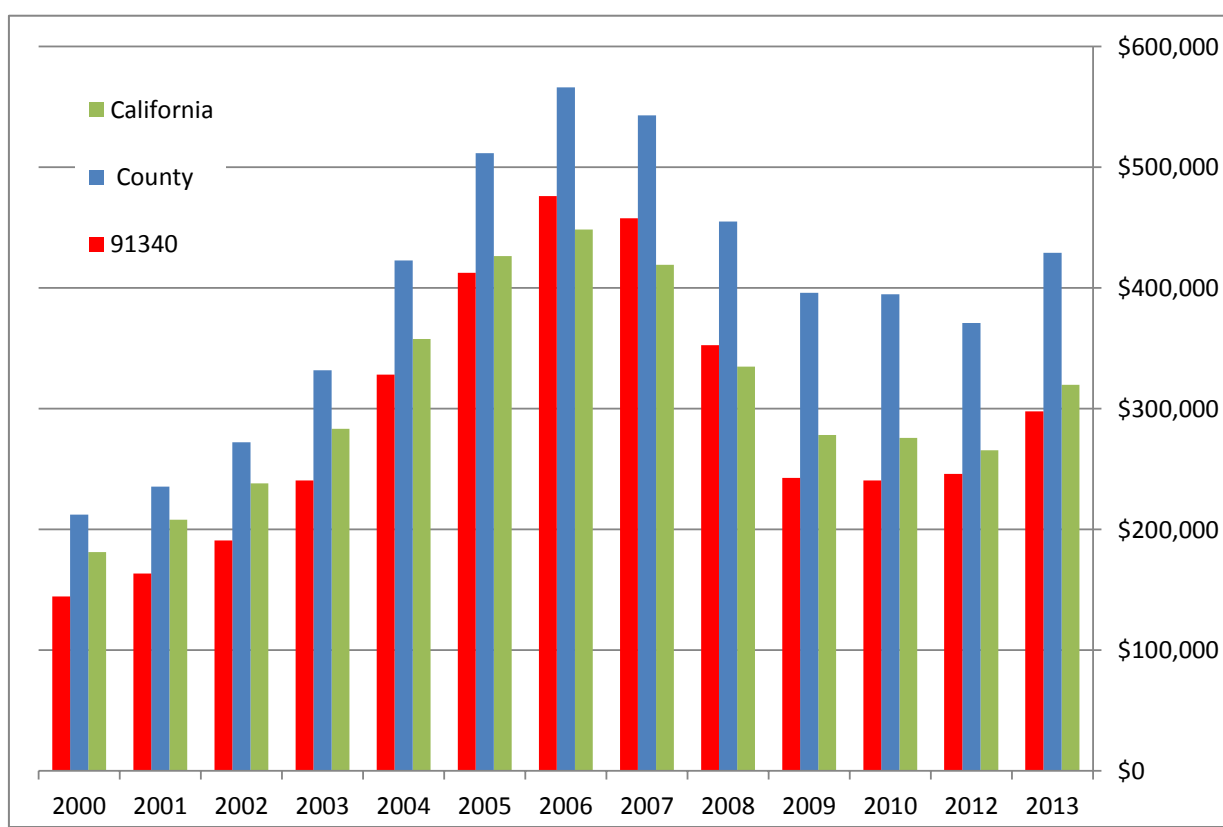
Figure 1
Median Sales Price, Single Family Homes



Source: Dataqucik and MR+E

Table 7
Median Sales Price
Single Family Homes
Annual Average

Year	California	San Los Angeles Fernando	
		County	91340
2013	\$319,760	\$429,110	\$297,703
2012	\$265,709	\$371,114	\$246,030
2010	\$275,894	\$394,791	\$240,536
2009	\$278,136	\$396,054	\$242,841
2008	\$334,821	\$454,955	\$352,524
2007	\$419,279	\$543,037	\$457,870
2006	\$448,262	\$566,079	\$475,997
2005	\$426,390	\$511,713	\$412,646
2004	\$357,890	\$422,677	\$328,270
2003	\$283,297	\$331,958	\$240,448
2002	\$238,199	\$272,247	\$190,815
2001	\$208,156	\$235,442	\$163,508
2000	\$181,372	\$212,334	\$144,515



Source: MR+E and Data Quick

Table 8
Housing Attributes
San Fernando TOD Plan Area
2012 ACS

Number	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units				
Total housing units	1,900	6,409	3,441,416	0.06%
Occupied housing units	1,824	6,108	3,218,511	0.06%
Vacant housing units	76	301	222,905	0.03%
Units in structure				
1-unit, detached	1,317	4,543	1,713,407	0.08%
1-unit, attached	171	511	224,784	0.08%
2 units	100	204	83,532	0.12%
3 or 4 units	69	304	195,148	0.04%
5 to 9 units	94	275	271,061	0.03%
10 to 19 units	25	197	267,633	0.01%
20 or more units	22	247	629,991	0.00%
Mobile home	80	106	53,342	0.15%
Boat, RV, van, etc.	22	22	2,518	0.87%
Occupants per room				
1.00 or less	1,549	5,230	2,832,499	0.05%
1.01 to 1.50	184	607	224,596	0.08%
1.51 or more	91	271	161,416	0.06%
Percent	3203 Plan Area	City of San Fernando	Los Angeles County	Plan Area Indexed to LA Co.
Units in structure				
1-unit, detached	69.32%	70.88%	49.79%	139.22%
1-unit, attached	9.00%	7.97%	6.53%	137.79%
2 units	5.26%	3.18%	2.43%	216.84%
3 or 4 units	3.63%	4.74%	5.67%	64.04%
5 to 9 units	4.95%	4.29%	7.88%	62.81%
10 to 19 units	1.32%	3.07%	7.78%	16.92%
20 or more units	1.16%	3.85%	18.31%	6.33%
Mobile home	4.21%	1.65%	1.55%	271.65%
Boat, RV, van, etc.	1.16%	0.34%	0.07%	1582.52%
Occupants per room				
1.00 or less	84.92%		88.01%	96.50%
1.01 to 1.50	10.09%		6.98%	144.56%
1.51 or more	4.99%		5.02%	99.48%

Source: US Census ACS and MR+E

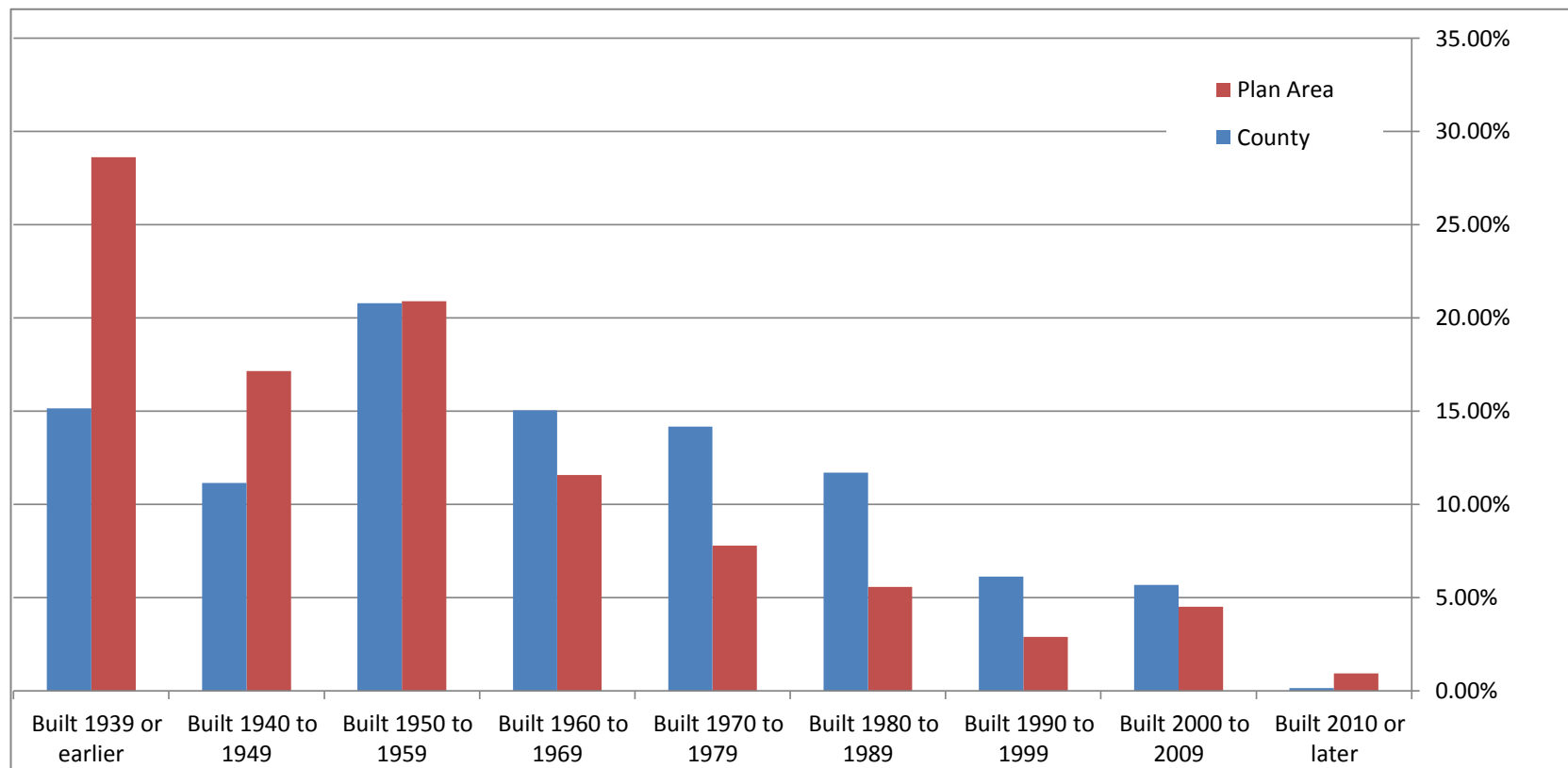
Table 9
Housing Tenure
San Fernando TOD Plan Area
2010 Census

	3203	City of San	Los Angeles	Plan Area
Number	Plan Area	Fernando	County	Indexed to LA Co.
Population				
Population	6,548	23,671	9,818,605	0.07%
Households	1,790	5,967	3,241,204	0.06%
Total housing units	1,864	6,291	3,445,076	0.05%
Occupancy Status				
Total housing units	1,864	6,291	3,445,076	0.05%
Occupied housing units	1,790	5,967	3,241,204	0.06%
Vacant housing units	74	324	203,872	0.04%
Tenure				
Occupied housing units	1,790	5,967	3,241,204	0.06%
Owner occupied	871	3,252	1,544,749	0.06%
Owned with a mortgage or loan	607	2,582	1,227,146	0.05%
Owned free and clear	264	670	317,603	0.08%
Renter occupied	919	2,715	1,696,455	0.05%
Vacancy Status				
Vacant housing units	74	324	203,872	0.04%
For rent	31	110	104,960	0.03%
Rented, not occupied	9	17	4,994	0.18%
For sale only	10	38	26,808	0.04%
Sold, not occupied	4	15	6,726	0.06%
For seasonal, recreational, or other	5	12	19,099	0.03%
For migratory workers	-	-	109	0.00%
Other vacant	15	132	41,176	0.04%
	3203	City of San	Los Angeles	Plan Area
Percent	Plan Area	Fernando	County	Indexed to LA Co.
Occupancy Status				
Total housing units				
Occupied housing units	96.03%	94.85%	94.08%	102.07%
Vacant housing units	3.97%	5.15%	5.92%	67.09%
Tenure				
Occupied housing units	96.03%	94.85%	94.08%	102.07%
Owner occupied	46.73%	51.69%	44.84%	104.21%
Owned with a mortgage or loan	32.56%	41.04%	35.62%	91.42%
Owned free and clear	14.16%	10.65%	9.22%	153.63%
Renter occupied	49.30%	43.16%	49.24%	100.12%
Vacancy Status				
Vacant housing units	3.97%	5.15%	5.92%	67.09%
For rent	1.66%	1.75%	3.05%	54.59%
Rented, not occupied	0.48%	0.27%	0.14%	333.08%
For sale only	0.54%	0.60%	0.78%	68.94%
Sold, not occupied	0.21%	0.24%	0.20%	109.91%
For seasonal, recreational, or other	0.27%	0.19%	0.55%	48.39%
For migratory workers	0.000%	0.00%	0.00%	0.00%
Other vacant	0.80%	2.10%	1.20%	67.33%

Source: US Census and MR+E

Table 10
Age of Dwelling Units
San Fernando TOD Plan Area
2012 ACS

Year	3203 City of San		Los Angeles	Percentage	
	Plan Area	Fernando		Plan Area	County
Built 2010 or later	18	18	5,222	0.95%	0.15%
Built 2000 to 2009	86	293	195,533	4.53%	5.68%
Built 1990 to 1999	55	82	211,317	2.89%	6.14%
Built 1980 to 1989	106	340	402,760	5.58%	11.70%
Built 1970 to 1979	148	616	487,641	7.79%	14.17%
Built 1960 to 1969	220	705	517,870	11.58%	15.05%
Built 1950 to 1959	397	2,057	715,489	20.89%	20.79%
Built 1940 to 1949	326	1202	383,995	17.16%	11.16%
Built 1939 or earlier	544	1096	521,589	28.63%	15.16%
Total	1,900	6,409	3,441,416		



Source: US Census ACS and MR+E

Table 11
Employment in San Fernando
By Place of Employment
2011

Sector	San Fernando		Los Angeles		Index
	Jobs	Percent	Jobs	Percent	
Agriculture, Forestry, Fishing and Hunting	93	1.22%	6,232	0.17%	727.33%
Mining, Quarrying, and Oil and Gas Extraction	-	0.00%	4,219	0.11%	0.00%
Utilities	7	0.09%	30,314	0.81%	11.25%
Construction	568	7.44%	98,898	2.66%	279.92%
Manufacturing	1,708	22.38%	360,118	9.68%	231.16%
Wholesale Trade	737	9.66%	217,237	5.84%	165.35%
Retail Trade	757	9.92%	383,938	10.32%	96.10%
Transportation and Warehousing	216	2.83%	150,225	4.04%	70.08%
Information	156	2.04%	199,293	5.36%	38.15%
Finance and Insurance	439	5.75%	155,873	4.19%	137.27%
Real Estate and Rental and Leasing	79	1.03%	70,293	1.89%	54.78%
Professional, Scientific, and Technical Services	128	1.68%	264,047	7.10%	23.63%
Management of Companies and Enterprises	20	0.26%	61,675	1.66%	15.81%
Administration & Support, Waste Management	181	2.37%	223,149	6.00%	39.53%
Educational Services	375	4.91%	340,038	9.14%	53.75%
Health Care and Social Assistance	1,095	14.35%	428,012	11.50%	124.69%
Arts, Entertainment, and Recreation	13	0.17%	71,389	1.92%	8.88%
Accommodation and Food Services	569	7.45%	280,064	7.53%	99.02%
Other Services (excluding Public Administration)	404	5.29%	224,963	6.05%	87.53%
Public Administration	88	1.15%	150,285	4.04%	28.54%
Total	7,633	100%	3,720,262	100%	0.21%

Source: US Census and MR+E

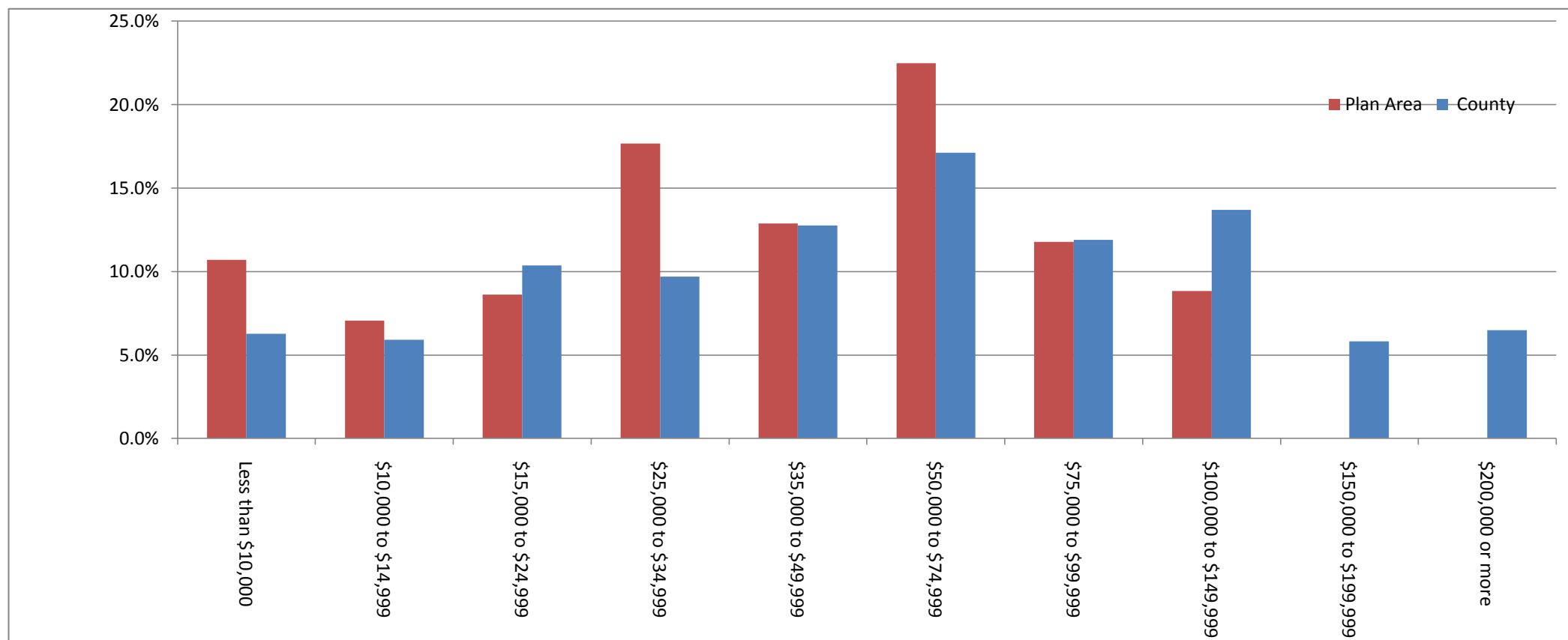
Table 12
Employment in San Fernando
By Industry of Employed Residents
2011

Sector	San Fernando		Los Angeles		Index
	Jobs	Percent	Jobs	Percent	
Agriculture, Forestry, Fishing and Hunting	45	0.60%	24,365	0.70%	85.51%
Mining, Quarrying, and Oil and Gas Extraction	4	0.05%	3,525	0.10%	52.54%
Utilities	44	0.58%	25,568	0.73%	79.68%
Construction	365	4.83%	99,878	2.86%	169.20%
Manufacturing	1,245	16.49%	329,227	9.42%	175.09%
Wholesale Trade	368	4.87%	195,653	5.60%	87.08%
Retail Trade	916	12.13%	364,390	10.42%	116.39%
Transportation and Warehousing	175	2.32%	133,055	3.81%	60.90%
Information	224	2.97%	174,039	4.98%	59.59%
Finance and Insurance	318	4.21%	146,921	4.20%	100.21%
Real Estate and Rental and Leasing	142	1.88%	65,714	1.88%	100.05%
Professional, Scientific, and Technical Services	321	4.25%	246,934	7.06%	60.19%
Management of Companies and Enterprises	93	1.23%	55,201	1.58%	78.00%
Administration & Support, Waste Management	486	6.44%	222,721	6.37%	101.03%
Educational Services	591	7.83%	314,846	9.01%	86.91%
Health Care and Social Assistance	861	11.40%	398,842	11.41%	99.95%
Arts, Entertainment, and Recreation	105	1.39%	70,681	2.02%	68.78%
Accommodation and Food Services	575	7.61%	279,988	8.01%	95.08%
Other Services (excluding Public Administration)	410	5.43%	210,030	6.01%	90.38%
Public Administration	263	3.48%	134,530	3.85%	90.51%
Total	7,551	100%	3,496,108	100%	0.22%

Source: US Census and MR+E

Table 13
Household Incomes
San Fernando TOD Plan Area
2012

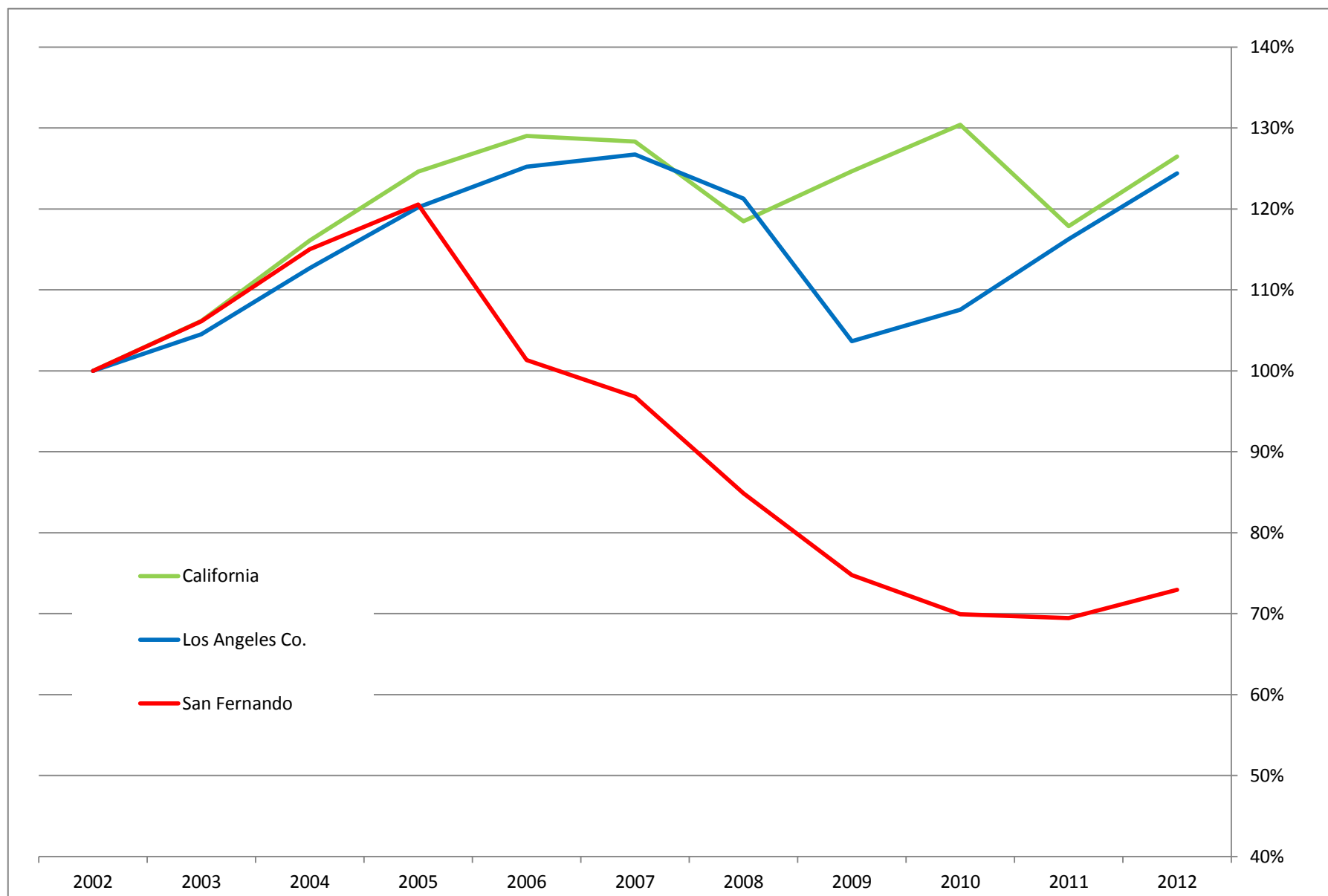
	3203 Plan Area	City of San Fernando	Los Angeles County	3203 Plan Area	City of San Fernando	Los Angeles County	Index
Total households	1,824	6,108	3,218,511				
Less than \$10,000	195	229	201,440	10.7%	3.7%	6.3%	170.8%
\$10,000 to \$14,999	129	283	190,527	7.1%	4.6%	5.9%	119.5%
\$15,000 to \$24,999	157	582	333,721	8.6%	9.5%	10.4%	83.0%
\$25,000 to \$34,999	322	743	311,808	17.7%	12.2%	9.7%	182.2%
\$35,000 to \$49,999	235	975	410,586	12.9%	16.0%	12.8%	101.0%
\$50,000 to \$74,999	410	1,556	550,971	22.5%	25.5%	17.1%	131.3%
\$75,000 to \$99,999	215	783	382,770	11.8%	12.8%	11.9%	99.1%
\$100,000 to \$149,999	161	714	440,285	8.8%	11.7%	13.7%	64.5%
\$150,000 to \$199,999	-	146	187,449	0.0%	2.4%	5.8%	0.0%
\$200,000 or more	-	97	208,954	0.0%	1.6%	6.5%	0.0%
Median household income	\$ 44,310	\$ 54,856	\$ 56,241				78.8%
Mean household income	\$ 48,285	\$ 62,403	\$ 81,729				59.1%
Households with earnings	1,463	5,293	2,666,321	80%	87%	83%	96.8%
Mean earnings	\$ 49,444	\$ 60,568	\$ 81,968				60%
With Social Security	405	1,393	726,298	22%	23%	23%	98.4%
Mean Social Security income	\$ 11,570	\$ 14,699	\$ 15,663				74%
With retirement income	193	879	373,239	11%	14%	12%	91.2%
Mean retirement income	\$ 18,661	\$ 18,602	\$ 26,428				71%



Source: US Census ACS and MR+E

Table 14
Sales Tax Trend
(in thousands)

Year	California	Los Angeles Co.	San Fernando	Percent Share
2012	381,372,823	135,295,582	294,683	0.2%
2011	355,518,038	126,440,737	280,443	0.2%
2010	393,259,857	116,942,334	282,436	0.2%
2009	375,965,447	112,744,727	302,000	0.3%
2008	357,318,427	131,881,744	342,737	0.3%
2007	387,025,102	137,820,418	390,972	0.3%
2006	389,066,572	136,162,552	409,364	0.3%
2005	375,808,125	130,722,373	486,998	0.4%
2004	350,172,688	122,533,104	464,571	0.4%
2003	320,217,054	113,685,422	428,662	0.3%
2002	301,612,306	108,753,064	403,950	0.3%



Source: State Board of Equalization and MR+E

Table 15
Residential Building Permits
City of San Fernando

FISCAL YEAR	SINGLE FAMILY DWELLINGS	2ND DWELLING UNITS	MULTI- FAMILY UNITS	NUMBER OF MULTI-FAMILY BUILDINGS
2012 TO 2013	5			
2011 TO 2012	14		82	1
2010 TO 2011	5			
2009 To 2010	1			
2008 TO 2009	8			
2007 TO 2008	41	2		
2006 TO 2007	12	9		
2005 TO 2006	16	8	52	1
2004 TO 2005	19	12	46	2
2003 TO 2004	8	2	5	2
2002 TO 2003	14			
2001 TO 2002	5			
2000 TO 2001	3			
1999 TO 2000	4			
1998 TO 1999	1			
1997 TO 1998	3			
TOTAL	159	33	185	6

Source: City of San Fernando

Table 16
Office Market
Q2 2014

Submarket/ Class	Bldgs.	Total Inventory SF	Direct Vacancy	Sublease Vacancy	Total Vacancy	Total Vacancy Prior Qtr.	Leasing Activity Current Qtr. SF	Leasing Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Under Construction SF	Weighted Avg Asking Lease Rate
EAST SAN FERNANDO VALLEY	30	2,596,600	17.60%	0.40%	18.10%	20.20%	28,900	48,600	55,800	89,600	0	\$2.29
WEST VENTURA COUNTY	58	3,139,200	21.00%	0.00%	21.00%	20.70%	17,400	55,500	-9,200	29,600	0	\$1.91
SANTA CLARITA VALLEY	31	2,071,900	15.90%	0.30%	16.20%	16.90%	14,800	30,600	14,200	17,300	0	\$2.33
CONEJO VALLEY	106	6,783,600	18.10%	0.20%	18.30%	17.60%	202,600	371,200	-41,200	-30,700	178,700	\$2.19
WEST SAN FERNANDO VALLEY	139	14,767,300	15.90%	0.20%	16.10%	16.30%	453,000	636,500	21,900	-17,500	0	\$2.15
CENTRAL SAN FERNANDO VALLEY	61	4,523,800	9.90%	0.70%	10.60%	9.80%	93,100	225,600	-38,300	-59,700	0	\$2.14
SAN FERNANDO VALLEY SUBTOTA	230	21,887,700	14.90%	0.30%	15.20%	15.50%	575,000	910,700	39,400	12,400	0	\$2.21
VENTURA COUNTY SUBTOTAL	164	9,922,800	19.00%	0.10%	19.10%	19.10%	220,000	426,700	-50,400	-1,100	178,700	\$2.07
TOTAL	425	33,882,453	16.10%	0.30%	16.40%	16.70%	809,800	1,368,000	3,200	28,600	178,700	\$2.16

Source Colliers

Table 17
Industrial Market
Q2 2014

Market	Bldgs.	Total inventory SF	SF Under Construction	Vacancy	Vacancy Prior Qtr.	Availability	Sales Activity SF	Number of sales	Lease Activity SF	Number of Leases	Total Gross Activity Current Qtr. SF	Total Gross Activity YTD SF	Net Absorption Current Qtr. SF	Net Absorption YTD SF	Weighted avg asking lease rates
EAST SAN FERNANDO VALLEY	1,618	49,452,700	59,000	2.40%	2.40%	3.40%	314,300	11	373,900	10	688,200	1,331,300	-31,700	317,500	\$0.62
WEST VENTURA COUNTY	1,151	41,883,000	253,400	4.00%	4.00%	5.80%	514,200	9	322,800	10	837,000	1,414,000	20,100	122,300	\$0.54
SIMI VALLEY/MOORPARK	301	10,948,600	0	9.20%	10.40%	10.30%	37,100	2	392,100	3	429,200	586,200	125,300	96,100	\$0.52
SANTA CLARITA VALLEY	430	18,532,200	0	5.80%	5.80%	7.40%	13,100	1	160,200	6	173,300	417,600	-4,900	-125,800	\$0.53
CONEJO VALL EY	237	7,040,000	0	1.30%	1.00%	3.80%	89,400	3	59,700	3	149,100	182,400	-20,700	-3,000	\$0.72
WEST SAN FERNANDO VALLEY	791	25,295,400	86,600	3.10%	2.90%	5.00%	32,100	2	199,700	6	231,800	595,500	-52,800	123,100	\$0.61
CENTRAL SAN FERNANDO VALLEY	430	13,803,700	0	1.30%	1.40%	2.40%	25,000	2	63,300	4	88,300	293,900	17,700	54,600	\$0.55
SAN FERNANDO VALLEY SUBTOTAL	3,289	107,612,000	171,500	3.00%	2.90%	4.40%	428,600	17	797,100	26	1,225,700	2,682,400	-116,900	324,200	\$0.58
VENTURA COUNTY SUBTOTAL	1,669	59,343,400	227,500	4.60%	4.90%	6.30%	596,500	13	774,600	16	1,371,100	2,138,400	170,000	260,700	\$0.53

Source: Colliers