

CITY OF SANTA CLARITA
OLD TOWN NEWHALL SPECIFIC PLAN



Prepared by:
Moule & Polyzoides Architects and Urbanists
Van Atta Associates
Economics Research Associates
Nelson / Nygaard Associates
Psomas
Crawford Multari & Clark Associates
for:
City of Santa Clarita

CITY OF SANTA CLARITA	23920 Valencia Boulevard, Suite 300 Santa Clarita, California 91355
CITY COUNCIL	Cameron Symth, Mayor Laurene Weste, Mayor Pro Tem and Redevelopment Subcommittee Member Frank Ferry, Council Member Bob Kellar, Council Member Marsha McLean, Council Member and Redevelopment Subcommittee Member
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CONSULTANT TEAM

URBAN DESIGN AND ARCHITECTURE	Moule & Polyzoides Architects and Urbanists 180 East California Boulevard Pasadena, California 91105 Stefanos Polyzoides Alan Loomis Anthony Perez Orlando Gonzalez Roberto Moreno Juan Gomez-Novy Xiao Jian He
LANDSCAPE	Van Atta Associates 235 Palm Avenue Santa Barbara, California 93101 Susan Van Atta Guillermo Gonzales Jack Kiesel Jarrett Garcia
ECONOMIC ANALYSIS	Economics Research Associates 10990 Wilshire Boulevard, Suite 1500 Los Angeles, California 90024 David Bergman
PARKING AND TRANSPORTATION	Nelson/Nygaard 785 Market Street, Suite 1300 San Francisco, California 94103 Patrick Siegman Dave Parisi
CIVIL ENGINEERING	Psomas 28470 Avenue Stanford, Suite 300 Santa Clarita, California 91355 George Colvin Rafi Talukder
CODES / EIR	Crawford Multari & Clark Associates 641 Higuera Street, Suite 302 San Luis Obispo, California 93401 Paul Crawford Nicole Carter

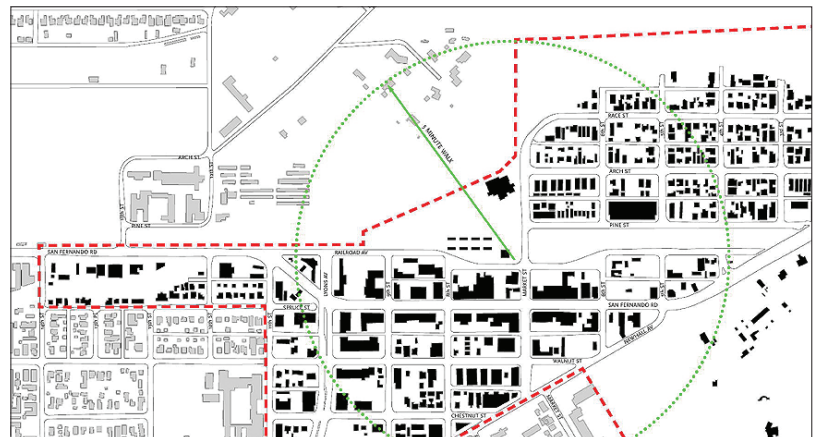
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AND EXECUTIVE SUMMARY

Chapter 1 : Introduction pg 1-17
Plan Purpose and Context

Old Town Newhall possesses a combination of solid urban structure and prominent physical location. Its proximity to a mixture of regional uses, activities and amenities, particularly Metrolink rail transit, is unique in the Santa Clarita area. Old Town's pattern of walkable blocks and streets provides



Chapter 1: Introduction

the basic ingredients necessary for a true Urban Center surrounded by neighborhoods of varying intensities. The design principles for mixed-use districts, therefore, guide the Specific Plan's content. Overall, the Plan produces up to 1,092 new dwellings of various types for 1,402 total dwellings, and up to 1.017 million square feet of retail and/or office space for approximately 1.254 million total space. Some of this will occur in the form of new development and some as revitalized buildings.

Chapter 2 : Form and Character pg 18-69
Concepts and Programs

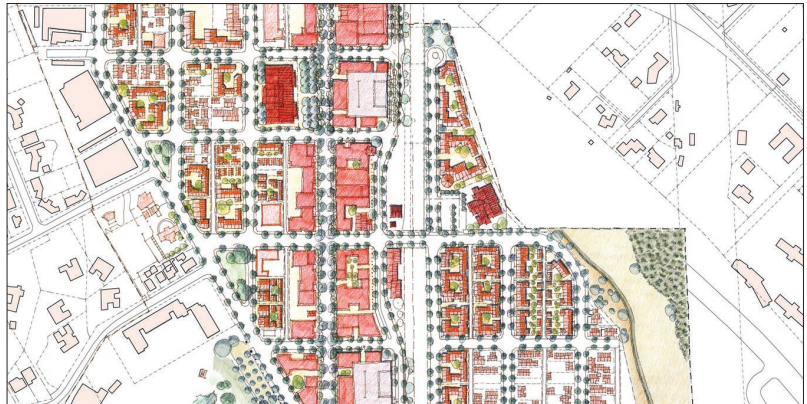
The presence of fixed rail transit into greater and Downtown Los Angeles combined with Old Town Newhall's regional visibility and its more local ability to truly serve adjacent and nearby neighborhoods, provide the basis for a program mix that begins with transit-oriented housing and focuses on local-serving retail, and limited regional retail.



Chapter 2: Form and Character

Chapter 3 : Implementation pg 70-114
 Standards for the Public Realm

The Specific Plan proposes a market-driven development strategy in four general phases. Phase One proposes the Main Street streetscape project and improvements to Railroad Avenue, a Park Once Garage to provide the pedestrian environment, plentiful on-street parking for

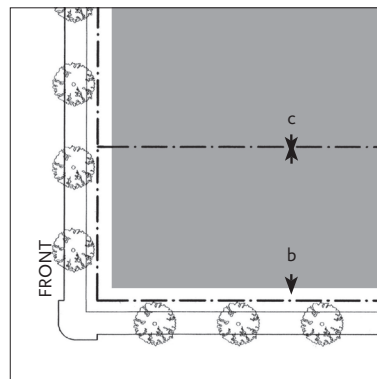


Chapter 3: Implementation

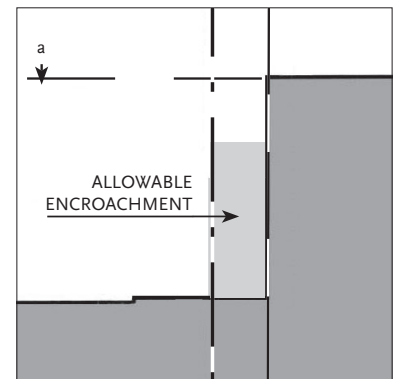
convenience and shared parking to free land for more desirable development. Phase Two emphasizes additional street improvements, transit-oriented housing near or above main street businesses and on the current Metrolink parking lot. At any time, one or more civic institutions such as a new library at the new terminus of Lyons Avenue and Main Street could be realized. Additional phases propose housing opportunities that generate a resident population and a consumer base for Old Town.

Chapter 4 : The Code pg 115-220
 Standards for Private Development

A "form-based" code regulates private development and over time, produces the desired outcomes identified by the community. In contrast to conventional zoning that divides land by uses, this code is organized by geography of place and development



Chapter 4: Development Code



intensity. The Code provides regulations for five unique places: Urban Center, Urban General 1, Urban General 2, Corridor, Creative Industry District, with an emphasis on the design of individual buildings directed to form the public realm

2.1 - The Plan for Old Town Newhall

This illustrative version of the Old Town Newhall Plan indicates a possible future pattern of development specific to the existing conditions and opportunities available in Old Town Newhall. The terms and conditions underlying this particular design are presented in Chapter 4 (The Code). Eventually, carrying out these projects incrementally and over a long period of time, will change many of the specific details of this particular Illustrative Plan. But its fundamental character, qualities and intentions will remain intact.

The plan consists of a 20-block downtown served by Metrolink commuter rail, the repair and reconnecting of corridor segments into the downtown, two flanking neighborhoods, and an industrial district. Upon buildout this Specific Plan produces up to 1,092 new dwellings for a total of 1,402, and up to 1.017 million square feet of new commercial space for a total of approximately 1.254 million square feet. Some of this will occur in the form of new development and some as revitalized buildings.

This illustrative plan was designed by incorporating the following constituent elements of a traditional neighborhood:

- A seamless connection to the suburban and natural surroundings of the site;
- A five-minute walk from center to edge;
- An interconnected network of multi-modal thoroughfares;
- A rich set of public spaces, both thoroughfares that range from lively streetscapes to passages;
- A mix of residential, retail and office uses;
- A set of civic and community facilities that enable the public life of all people living there;
- Educational facilities that promote life-long learning;



Main Street



Civic Building



Park Once Structure

CHAPTER 2 : FORM AND CHARACTER

- Immediate pedestrian access to nature;
- Places for recreational activity in plazas and pocket parks;
- Housing types for people of a variety of incomes and ages;
- A landscape in character with the climate and culture of Newhall;
- Sustainability measures that advance the long-term value and viability of the neighborhood.

The plan for the revitalization of Old Town Newhall consists of 50 main blocks for residential, commercial and office development and civic buildings. These blocks are formed by six different types of streets and four distinct plazas that provide a varied, interesting and interconnected public realm throughout. The majority of blocks are served by alleys which provide vehicle access (with the exception of several corner lots). Those blocks without alley-access are served by side-street access to maintain the continuity of the streetscape and associated parking along the major streets. In terms of buildings, those along Main Street are more intense, mixed-use and up to three stories, providing a transition to the primarily residential areas to the east and west of one and two story buildings.

The Charrette resulted in the identification of eight critical catalytic projects for the Old Town Newhall Specific Plan. In order to implement the Specific Plan objectives, a combination of public and private investments must be undertaken to provide the economic basis for all other components to contribute effectively. For a variety of economic reasons, the plan must be primarily driven by private capital for new real estate development. That being said, important public commitments must be undertaken as well.



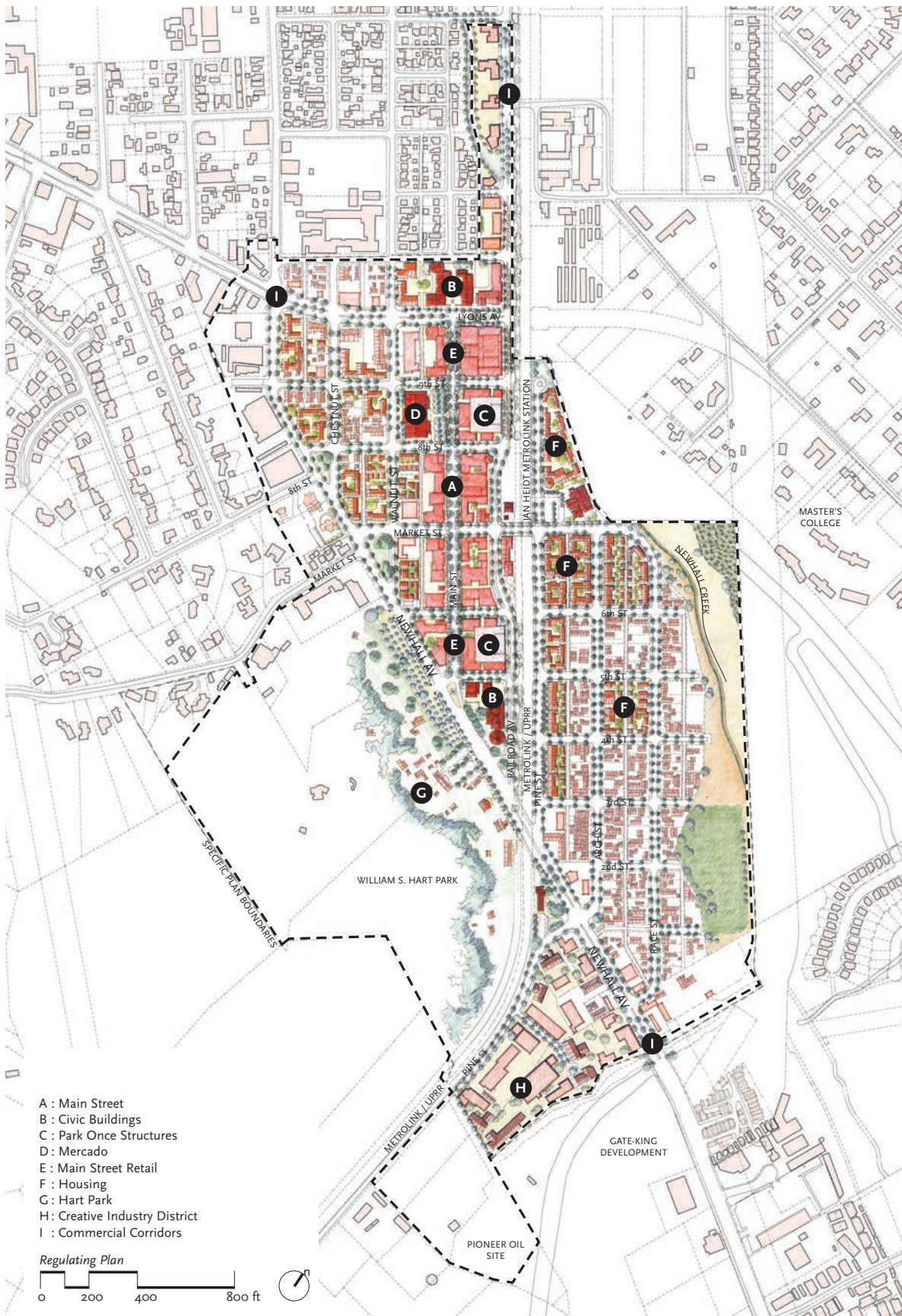
Mercado



Infill and Transit-Oriented Housing



Hart Park



NOTE: Locations of civic buildings, parking structures, the mercado, and museum are conceptual and are not binding or mandatory at the locations depicted.

CHAPTER 2 : FORM AND CHARACTER



On Main at 6th Street looking toward new intersection at Newhall Avenue

A. Main Street (formerly San Fernando Road)

A fundamental strategy in revitalizing Old Town Newhall is the transformation of San Fernando Road from Pine Street to Lyons Avenue into a Main Street. Its current 'pass-through' traffic status will be changed to a condition of being a major destination. This is accomplished by terminating San Fernando Road at Lyons Avenue, providing a distinguished site for a public building that will give identity and presence to the downtown area. The regional traffic is then distributed to the flanking streets: Newhall and Railroad Avenues.

The result is a five-block Main Street that serves as the recognizable focus of Old Town Newhall. This is where traffic is most calm in Old Town to fully balance the needs of pedestrians with those of cars, and to enable pedestrian-oriented shops, restaurants and services. This is the place where the commercial nature of the downtown area is most visible through the intensity of activity and excitement. This is where one feels at the 'center' of the entire place with sidewalk dining, shops, a sophisticated landscape engaging pedestrians.

Buildings along the Main Street are 1-3 stories tall with an average of 2.5 stories and are close to or at the sidewalk to appropriately define the public realm.

Parking is addressed through new diagonal on-street parking with the other 2/3 of the parking for the district in the form of strategically located 'Park-Once' garages on the east side of the Main Street.



Lively sidewalks and shade



Slow traffic and on-street parking



The New Main Street: diagonal parking, mid-block crossings and shade



Short crossing distances for people



Full pedestrian access



On Main at 6th Street looking north

CHAPTER 2 : FORM AND CHARACTER



On Main at 9th Street looking north toward new intersection at Lyons Avenue

B. Main Street Public Buildings

Two important public buildings visually anchor and define the ends of the Main Street to define and energize it on a 24/7 basis. Main Street is terminated by a Library on the north and by a civic monument in the street and a Museum on the south. To have such civic buildings in the downtown area truly reinforces Santa Clarita's connections with the Newhall area and substantially enhances the possibilities for valley-wide activities.

Library - This visually prominent, 2 story building is organized around a forecourt at the northerly terminus of the Main Street resulting in a distinguished site for the building while providing additional pedestrian activity viewable from several directions. As with other library precedents, the Old Town Newhall Library addresses the street and contributes to defining Lyons Avenue spatially while producing an intimate forecourt for pedestrian access and exterior library activity.

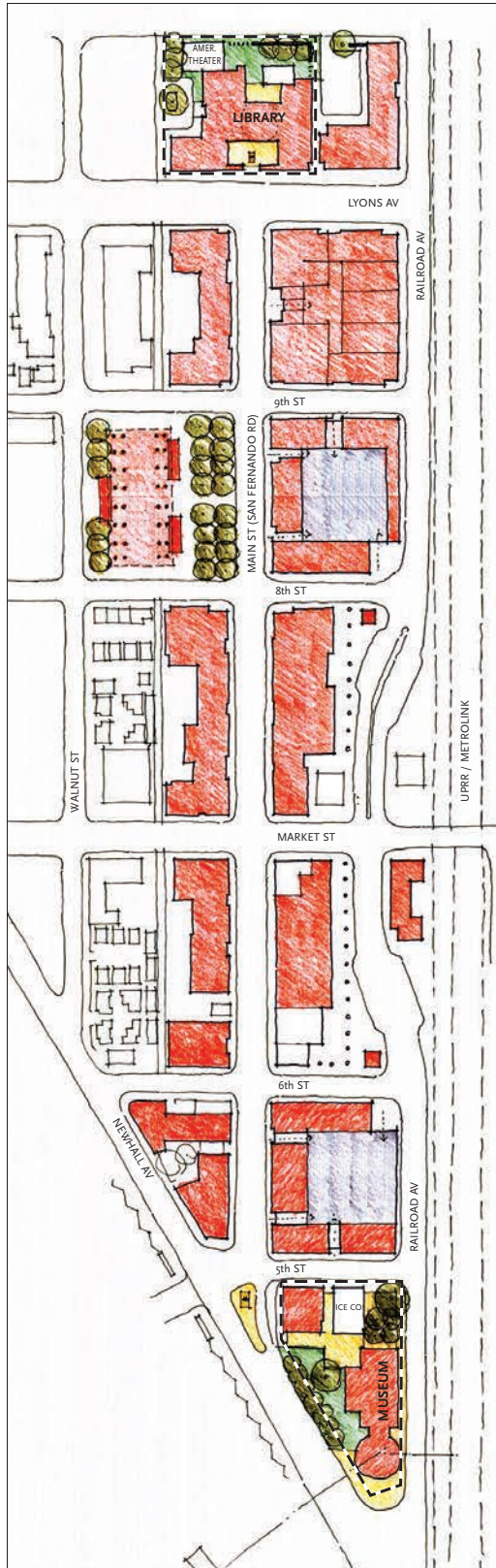
The Library contains approximately 30,000 square feet and provides access to a parking court and delivery area from 11th Street. The library opened in 2012.



A public building addressing one street and terminating another with a forecourt



Street terminated by public building



Main Street Key Plan

Museum - This civic building is visually prominent as well because its site is intended to physically identify the southern end of Main Street as one approaches Old Town from the south along Newhall Avenue. At first, the building terminates the visitor's view. As one continues north, the building moves out of view and one gets the full visual impact of Main Street.

The Museum incorporates the historic Newhall Ice Company building into a collection of three potential buildings on the site. This facility was envisioned as a Children's Museum during the Charrette, principally to provide a valley-wide focus for Old Town Newhall. As time goes on, and after opportunities arise, this site could accommodate a future civic building, its use currently unanticipated. This complex of buildings envisions approximately 20,000 to 25,000 square feet of new space with approximately 4,000 square feet in the Newhall Ice Company building.



Newhall Ice Company



Open truss exhibition space



Sculpture gardens

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C. Park Once Garages

The 'Park Once' strategy to address parking needs is intrinsically tied to the possibility of transforming Old Town into a viable place and long-term commercial success. It is well-documented fact that in a Park Once environment, conventional parking ratios of 4-5 per 1000 square feet can be appropriately trimmed to 2-3 per 1000, thus reducing traffic and area for parking cars while enhancing qualities of place for pedestrians. Accordingly, in Old Town Newhall, the ratio used is 2.5 per 1000 square feet.

The two planned garages provide Downtown with 800 parking spaces and 2-3 story mixed use housing or office liners around each garage. 'Liners' are buildings which are mixed in use with commercial or office at the ground floor and office and/or residential above. Such buildings effectively 'screen' the utilitarian garages from public view while providing developable area and maintaining the pedestrian-oriented streetscape.

Up to 280 parking spaces are shared with the Jan Heidt Metrolink Station with the train riders using these spaces during weekday hours when Main Street businesses do not need as much garage



Liner as corner tower



Mid-block access to garage

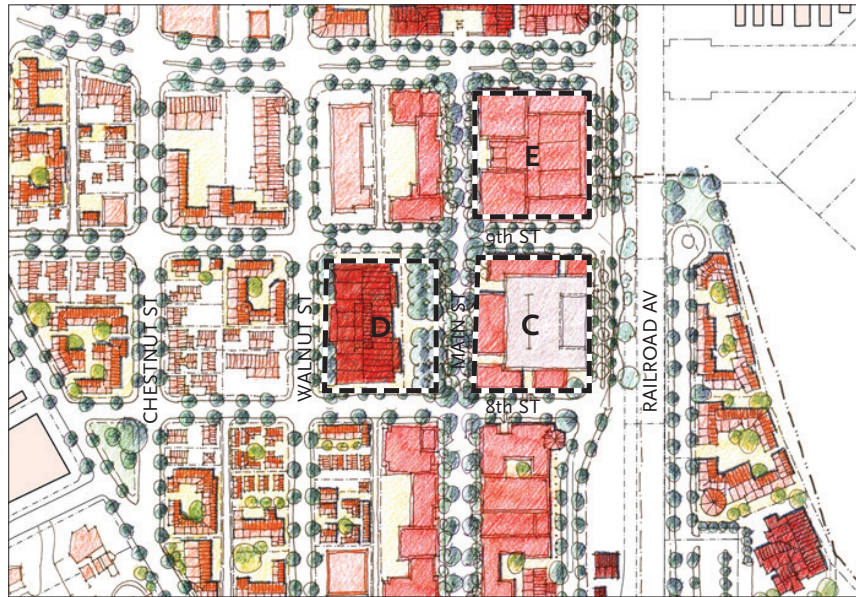


Park Once Garage (in Boulder, CO)

parking and rely more on the 'on-street' convenience parking. As the evening approaches and the train riders return, some of the riders will visit stores or restaurants and leave their cars in the garage a bit longer. But a good number of the spaces will be available, as many riders will not stay, shifting the balance of parking to downtown visitors.

Currently, the Metrolink parking is on the east side of Railroad Avenue, completely separated from the Main Street. By strategically locating the garages on the west side of Railroad Avenue, train riders no longer have to cross the train tracks to and from their cars. Further, train riders will activate the pedestrian life of Old Town

by actually crossing Railroad Avenue and reaching the stores on Main Street. Additionally, by sharing the garage spaces with Metrolink, the existing Metrolink surface parking lots can be converted to Transit-Oriented Housing, further complementing ridership levels while repairing the East Newhall Neighborhood.



The presence of the garages profoundly frees large amounts of land throughout the downtown area, currently devoted to non-shared parking. Such land can be dedicated to the development of new retail, office and housing projects to further activate the Old Town.

Key Plan



CHAPTER 2 : FORM AND CHARACTER



View of Mercado Plaza along Main Street

D. The Mercado

In the strong tradition of the southwestern United States, this public market provides both a burst of unique commercial activity in the downtown area and a physical punctuation along Main Street with a civic gathering place in full view and access of the community.

The Mercado, a variety of seasonal and permanent shops providing local and regional produce as well as restaurant, auction-house and exhibition opportunities, is housed in a large, open, 1-story structure with limited mezzanine space. The 35,000 square foot structure presents a prominent facade facing Main Street to address the street and the plaza while presenting modest facades along its other frontages. The plaza along Main Street is truly civic as it is intended for use by the Mercado, and by the community at large.

To maximize the Mercado and plaza's effect on Main Street, the location of the Mercado is flexible among three sites



Simple and interesting structure



Multiple vendors and variety under one roof



Many choices



Variety of products

identified for civic buildings in the plan area:

- Block bounded by 8th/9th and Walnut Avenue/Main Street
- North terminus of Main Street at Lyons Avenue
- Southeast end of Main Street bounded by Railroad Avenue and 5th Street

E. Main Street Retail and Cinema

The presence of a 3-6 screen cinema and associated retail will enliven the north end of Main Street while announcing to the regional traffic passing this intersection that something exciting is offered in Old Town Newhall. This development component is positioned to gain maximum visibility while providing synergy with which to influence the revitalization of the north portion of Main Street. Attractions such as these are located near one of two Park Once garages with more regional visibility than the rest of the Main Street while providing a type of 'anchor' for Old Town. Further complementing the cinema and the expected activity near this end of Main Street will be approximately 65,000 square feet of retail, restaurant and commercial space. Such space will also serve as 'liner' buildings that will screen the large and blank walls typically associated with cinema buildings.

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Infill Courtyard Housing at Pine and Market

F. Infill and Transit-Oriented Development (TOD)

Infill Housing - The two neighborhoods flanking the downtown on the west and east will receive infill development ranging from single-family detached houses to duplexes, rowhouses and courtyard housing. The objective of such potential is to allow the neighborhood to reutilize existing property in appropriate pedestrian and street-friendly patterns and densities over time. This is to occur in a manner that respects each neighborhood's role and scale in Old Town Newhall. In this way, despite incremental change, the appeal and livability of each neighborhood will be enhanced.

Buildings in these areas are from 1-2.5 stories tall with the majority in the 2-story range.



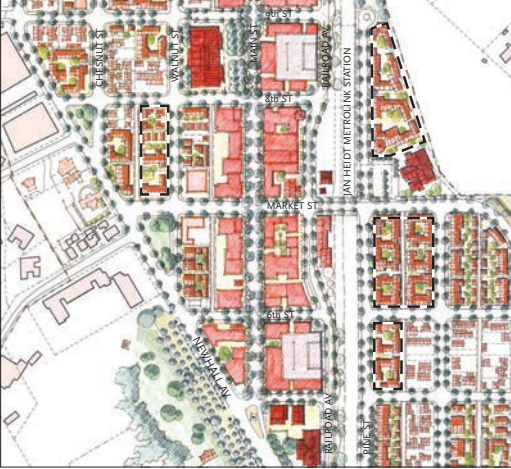
Courtyard Housing (20 dwellings shown)



Courtyard Housing (10 dwellings shown)



Rowhouses (3 dwellings shown)



Key Plan

Transit-Oriented Housing - There are a few sites, east of the Jan Heidt Metrolink Station, in the East Newhall neighborhood that will provide much needed transit-oriented housing with great proximity to Main Street and the overall downtown area. This neighborhood is one of several areas in the Plan expected to receive development of the type that appeals to those wanting to live near transit. In East Newhall, this is expected for the area fronting Market Street and Pine Street as well as for the current Metrolink parking lots. Such housing further diversifies the housing opportunities in Newhall while continuing to make Metrolink even more viable. In turn, the TOD housing becomes a generator of people needing services from Old Town without the full demand on parking in the area.



Sideyard Housing (3 dwellings)

The need and desirability for this type of housing is on the rise. According to the AARP, 71% of older households want to live within walking distance of transit. Further, national demand for housing near transit is expected to be at least 14.6 million households by 2025. For the Los Angeles metropolitan area which expects 40 new transit stations between today and 2025, the potential for Newhall is profound [1].

Buildings in these areas will be 2-2.5 stories tall.

[1] "Hidden In Plain Sight: Capturing The Demand for Housing Near Transit", (September 2004 Reconnecting America.org)



Infill Courtyard Housing along Pine Street

CHAPTER 2 : FORM AND CHARACTER



Relocated Pardee House serves as new Visitor Center to Old Town

G. William S. Hart Park

Hart Park was created in 1946 when William S. Hart died and left the land to the County of Los Angeles to use as a museum and park.

This facility, immediately adjacent to Old Town Newhall, contains 265 acres of which 160 are deeded to the County as 'wilderness'. The Park is the former ranch of Mr. Hart and was previously named "Horseshoe Ranch". The Park consists of the wilderness acreage, a picnic and camping area with an equestrian trail, a barnyard animal area including a 20-acre bison preserve, a 1910 ranch house, a collection of 19th century buildings known as Heritage Junction and, Mr. Hart's personal residence "La Loma de Los Vientos" (*The Hill of The Winds*) with spectacular views of the area.

The Specific Plan seeks to pay further tribute to this legacy and does so in two major ways: a) by addressing the Park's Newhall Avenue frontage and, b) by relocating a historic building to provide a visitor's center to Old Town and Hart Park.

The physical relationship between Hart Park and Old Town will be dramatically, but simply, improved. This is to be accomplished by enhancing the perimeter fencing and landscape along Newhall Avenue and improving pedestrian and vehicular access and parking within the Park. It is expected that such improvements will give Hart Park much better visibility than it is currently enjoys, improving attendance. UPDATE: This project is complete.



Pardee House



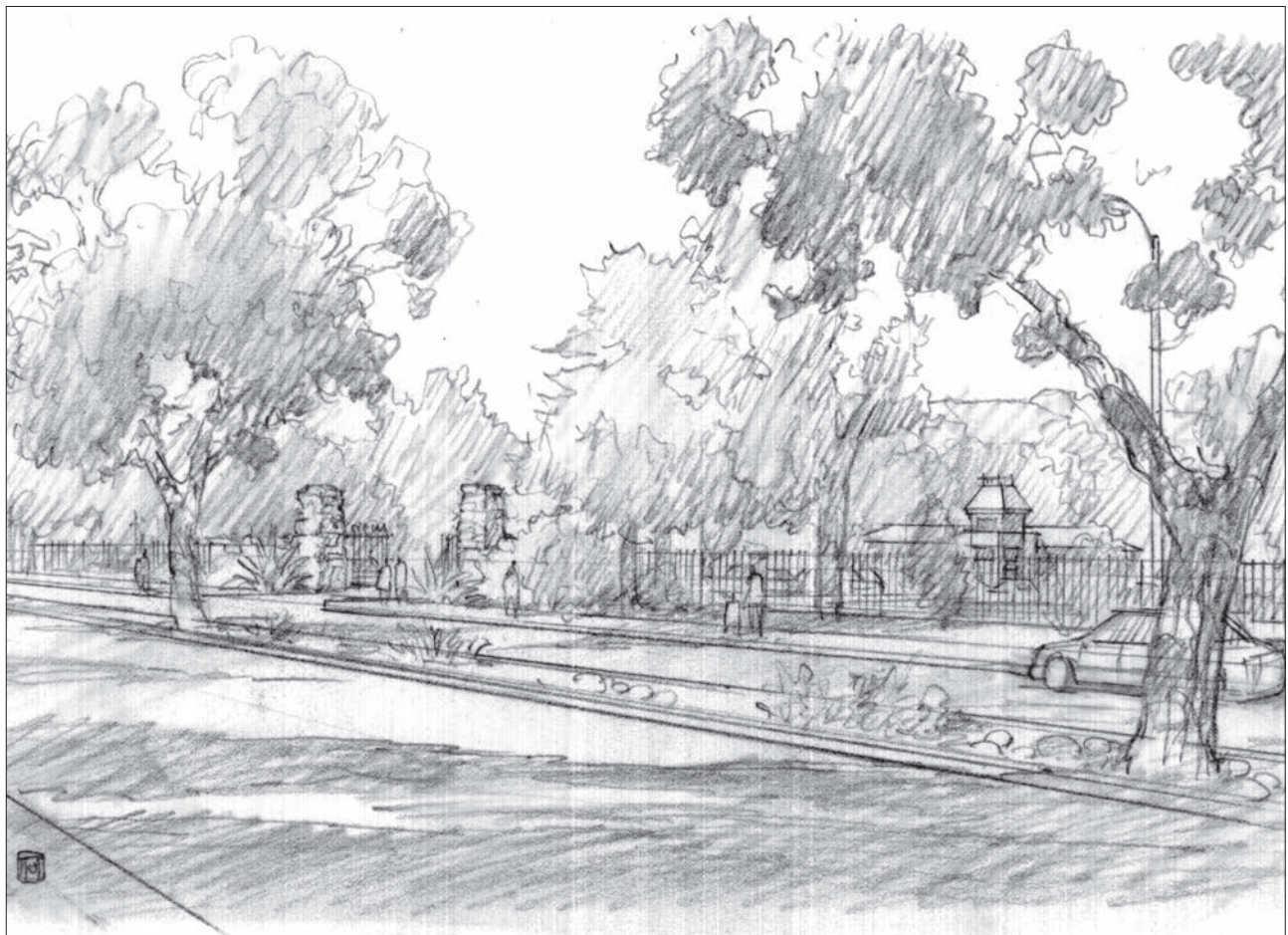
Historic Entrance Signage



The Park's Newhall Avenue former frontage

Pardee House - Secondly, the Pardee House (c 1890) will be relocated from Heritage Junction, to the northwest corner of Newhall Avenue and Pine Street. Prior to being moved to Heritage Junction, the building was initially used as a 'Good Templars Hall' in 1890 in Newhall. In 1893, Ed Pardee, a pioneer oil man and local constable moved it and added it to his home at Market and Walnut Streets. In 1946, the building became the Newhall Telephone Exchange. Years later and through the 1980's, the building was used by the Santa Clarita Valley Boys Club, Newhall-Saugus Chamber of Commerce and finally by Pacific Bell until its relocation to Heritage Junction in 1992.

In the new location, this 1-story building will be prominently sited and receive a modest addition to serve as the visitor's center to Old Town and Hart Park, offering motorists the opportunity to learn about Newhall and its attractions.



Improved Hart Park frontage and access along Newhall Avenue

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Key Plan

H. Creative Industry District

Production in the arts, culture and entertainment industry is one of the most dynamic segments of the Los Angeles County economy. Frequently artists and craftspersons in these industries are seeking large-scale industrial live-work space that can serve flexibly as workshops, exhibition space and as a primary residence. The residential component in this area is purely in service to the business and/or operation on a particular property.

Creative industries are compatible with existing industrial activities but suitable locations that recognize this as a compatible land use are increasingly scarce. It is proposed that the existing industrial tracts (blocks 49a and 49b) east of Pine Street and south of the railroad tracks be dedicated to such activity, in a manner that would attract tenants from throughout the region. New development would largely follow existing ownership patterns as the existing properties are of sufficient size to accommodate the expected development without necessarily requiring land assembly.

Buildings in this area will be 1-2 stories tall.



Art studios in warehouses



Rugged architecture; vibrant colors



Art galleries in warehouses

I. Corridors

There is one type of corridor that is present in three locations of the Specific Plan area: Railroad Avenue (from Lyons Avenue to north Plan boundary); Newhall Avenue (from 3rd Street to south Plan boundary); and Lyons Avenue (from west Plan boundary to Railroad Avenue). Each of these responds two existing conditions: a) heavy volumes of vehicular traffic and, b) a lack of spatial definition of the street.

Each corridor is proposed to be improved to achieve spatial definition and promote automobile-related (not auto service) development in a way that is consistent with and complementary to the adjacent Old Town development. Specifically, buildings are to be brought with automobile access and parking limited to a small portion of the frontage of each property on the street.

Development will be commercial in nature with little or no housing and buildings will be 1-2 stories tall.



Industrial lofts for creative industries



Parking-limited access on a corridor



Parking-limited frontage on a corridor

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Railroad Avenue, circa 1890

2.2 - Historic Preservation

It is the purpose of this chapter to provide an understanding of Newhall's historic context along with a set of initiatives that provide for sensitive and meaningful adaptive reuse of its historic resources.

In strategic terms, this subject is much of the foundation upon which Old Town Newhall is to be revitalized. In quantifiable terms, Newhall's historic resources are not as many as in a typical downtown area but they are, nonetheless, important and positive. The idea of respecting and celebrating the area's heritage is certainly not new but it provides value and appeal. This includes the restoration of buildings in physical terms that the community understands as intentional as well as thoughtfully designing new buildings adjacent to historic resources. Newhall's roots, though not completely apparent to the current visitor, are very deep and effectively moderate between the area's rural and often eccentric past and its increasingly important role as a major job and housing center in Southern California.



Newhall Depot

A. American Theater Company - Silver screen star and Newhall icon William S. Hart built this theater at the corner of Spruce and Eleventh Streets in 1940, six years before his death. The structure was used as a theater through the 1960s and still stands as the home of American Legion Post 507.



B. Newhall Hardware - Newhall always had a general store to serve its growing population. All the basic necessities, from groceries to farm implements, could be found in stores whose wooden frontages bore the names of men like Campton, Chaix, Gulley and Swall. It is a tradition that continued into the latter half of the 20th Century when Don Guglielmino opened Newhall Hardware. Construction began in mid-April, 1947, and four months later the venerable establishment opened its doors for the first time.



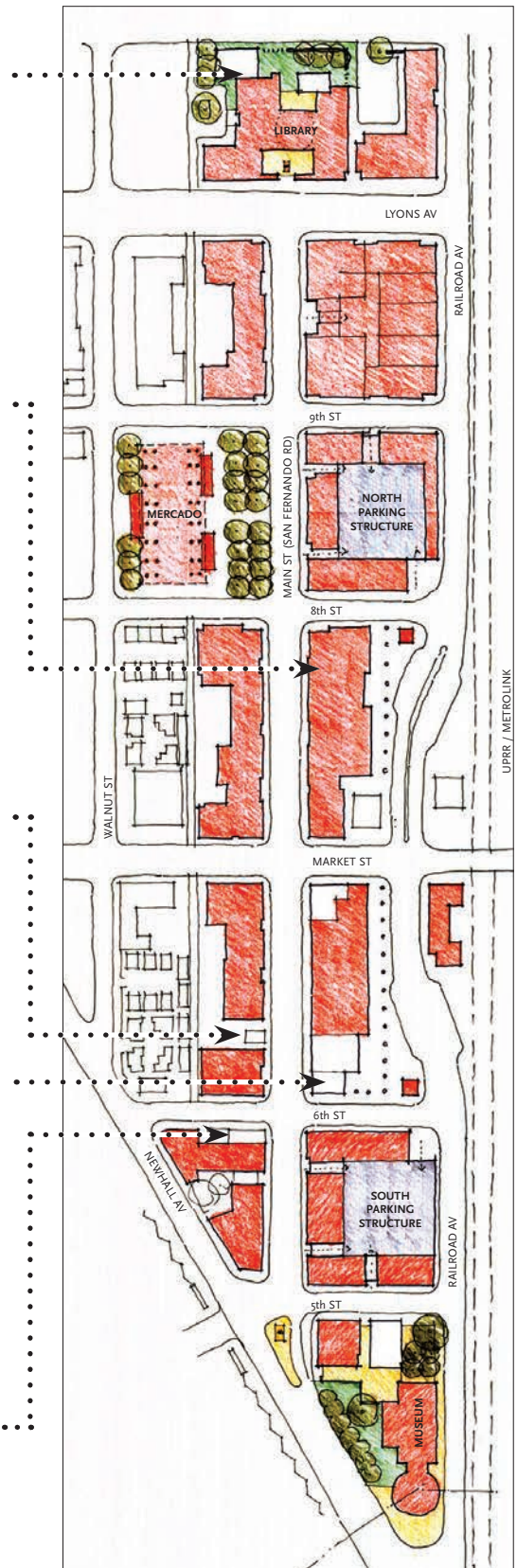
C. Tom Mix Cottages - This small building was built by Halsey W. Russell in 1919. In 1922, the six other cottages were added, forming a motor court catering to drivers on the old Ridge Route. These structures were also used by motion picture people as housing during the filming of stories in this area near "Mixville." Tom Mix used one as a dressing room on several occasions. *



D. Sheriff Substation #6 - Sheriff's deputies replaced the old constabulary (and jail) in 1926, building Substation #6 and staffing it with 8 men commanded by Captain Jeb Stewart. This was the second jail in what is now known as Santa Clarita. The Newhall Signal took over the building in 1968, using it as a "back shop" until they moved in 1986. *



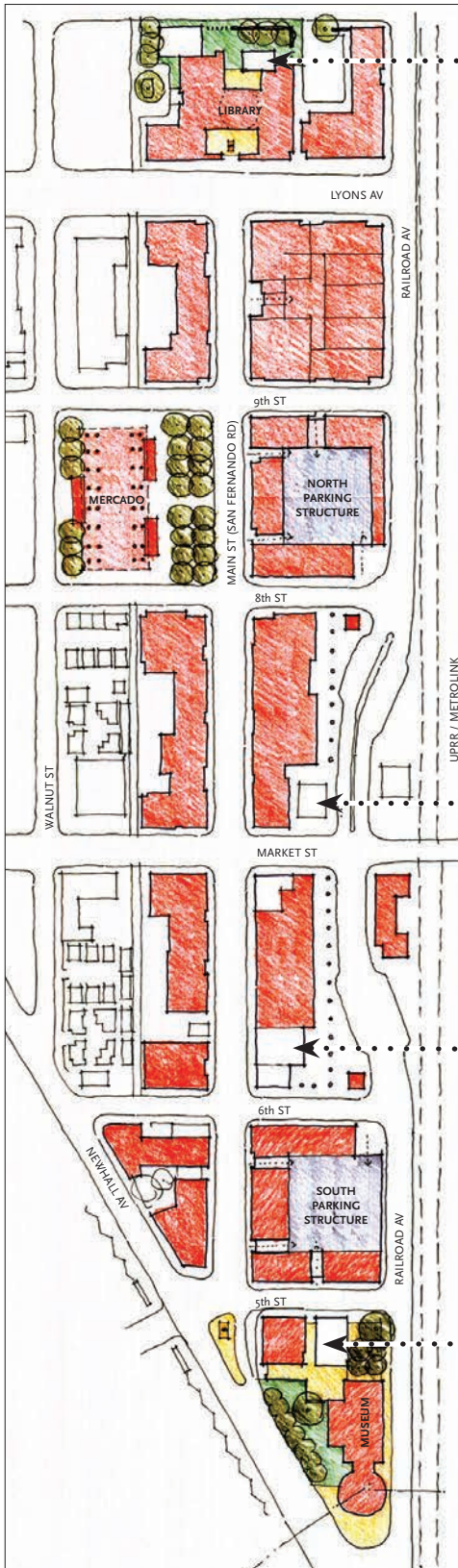
E. Dentist's Office - This small and relatively modest building is one of the few structures in Old Town Newhall to warrant preservation for architectural merit. A dentist's office for more than 40 years, this brick structure includes a variety of well-executed architectural details, such as vintage metal windows, pipe columns, and simple eaves.



Main Street Key Plan

NOTE: Locations of civic buildings, parking structures, the mercado, and museum are conceptual and are not binding or mandatory at the locations depicted.

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Main Street Key Plan



F. Old Jail - Plans for the first Newhall jail were laid in 1888. Architectural plans, drawn by Hudson & Munsell of Los Angeles, called for the construction of a concrete building with a 1/4-inch thick steel door covering. Construction was completed by May, 1906, when the windows were covered with heavy screens and the

interior walls were whitewashed. Records from the Newhall Sheriff's Station (Substation No. 6) indicate that the jail housed an estimated 250 prisoners between January and October of 1939, after which time the jail was no longer used, and the cells which had been added onto the Sheriff's substation in 1928 were used instead. The jailhouse and lot were sold sometime after 1939 and were used for various commercial purposes in the decades that followed.



G. Masonic Lodge / Courthouse

- Commonly known as "Ye Olde Courthouse." The Newhall Masonic Building Company, Ltd., was incorporated in 1931 and completed this two-story County project in 1932. The Courthouse occupied the ground floor, and the Masonic Lodge the second

story. Lumber from the older Mayhue building was later used, including the floor of the Hap-A-Lan dance hall. The Court moved to Valencia in 1968 and the courtroom became offices. *



H. Canyon Guild Theatre -

The Canyon Theatre Guild has been serving the citizens of Santa Clarita Valley with quality live theatre for over 30 years. Since 2000, it has occupied this building in Old

Town Newhall. As the premier live theatre company in the Santa Clarita Valley, this building - in addition to the Repertory East Playhouse - is the core of the Newhall arts district.



I. Newhall Ice Company -

This structure was built in 1922 by Fred Lamkin as a warehouse and storage yard. Lamkin came to Newhall in 1917, opening a garage fronting the former San Fernando Road. Shortly after construction, the warehouse was converted into an ice house, which is still in operation.

NOTE: Locations of civic buildings, parking structures, the mercado, and museum are conceptual and are not binding or mandatory at the locations depicted.



Regional Landscape Character

2.3 - Landscape

This section sets forth the components of landscape as they relate to the region, open space, natural areas, parks and trails, stormwater management, the new Main Street, and, street trees. For each of these subjects, the corresponding landscape measures and/or requirements are identified.

A. Regional Landscape Character

Newhall exists at the edge of urbanization. Unlike the more infilled portions of Los Angeles County, Newhall is surrounded by natural hillsides that can be seen from many vantage points. Chaparral and California Sagebrush covered hills, with north-facing slopes covered by Southern Oak Forests, have an immediate presence throughout the area. The views to the surrounding natural environment throughout Newhall still contribute to the rural western character that is characteristic of its history.

Much of the urbanization in Newhall occurs in the canyon bottoms. Suburban development is just beginning to cover adjacent hilltops resulting in manufactured slopes and concrete lined riverbeds.

Policies

The following policies are identified for application to development and activity in the Specific Plan area:

- In order to maintain a landscape in character with the climate and culture, the following is to be applied:
- Duplicate nature on altered slopes - plant native plants as they may have occurred in nature in natural patterns such as Oak trees on north and east facing slopes, and more open vegetation on south and west facing slopes. Establish setbacks, select plants and maintain the slopes to avoid fire hazard from the vegetation.
- Choose options for flood control and creekbed stabilization that use vegetative techniques to maintain the aesthetic and environmental functions of these habitats.

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B. Open Space, Natural Areas, Parks and Trails

Visually, nature is still a part of Old Town Newhall. Many physical linkages to the natural environment also exist as a result of the importance of open space and trails to the City as visually attractive, habitat rich and comfortable spaces in which to spend leisure time. These values are reflected in the "Santa Clarita Beautification Master Plan," dated December 2001. The following paragraph is paraphrased from the 2001 plan.

Rivers and creeks have the potential to act as unifying elements throughout the City. Preservation and enhancement of rivers, creeks and open space areas is important to maintain the habitat value and charm that the natural environment brings to residents and visitors. The City has established a multi-use (pedestrian, bicyclist and equestrian) corridor system that includes a series of trails extending alongside the Santa Clara River. A portion of Newhall Creek, just outside of the study area, has an initial segment of trail as well. The Beautification Plan provides guidelines for enhancement of the trails with open space markers, fences, trees, and public art to reinforce these connections.

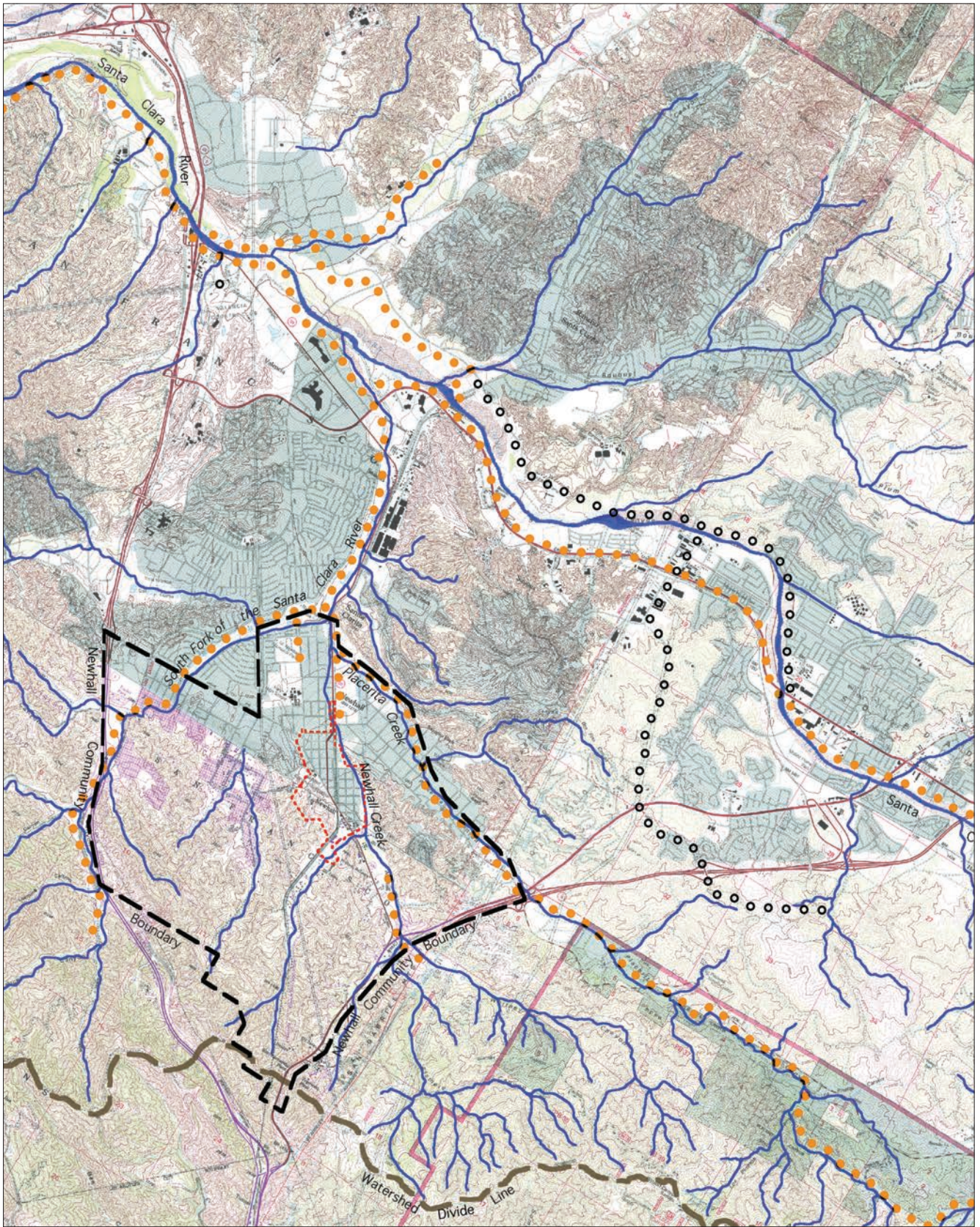
Policies

The following policies are identified for application to development and activity in the Specific Plan area:

- Use native trees such as Sycamores, Poplars and Oaks to provide habitat and reinforce the existing natural aesthetics of the open space and trail system.
- The Regional Watershed and Trails Plan illustrates all of the existing and currently proposed parks and trails. Three new trails are also proposed as a part of this Specific Plan to create a more complete system and provide stronger connections to the suburban and natural surroundings. They are:
 - A bicycle path along the railroad Tracks will enhance the role of the Metrolink Station as a commuter hub.
 - A bicycle and pedestrian path is proposed along Newhall Creek, linking Creekview Park to the overall neighborhood.
 - The existing equestrian and pedestrian trail from Master's College to Market Street will be enhanced with a bridge. This bridge is to follow the design guidelines found in the 2001 Beautification Plan.



Existing Oaks



- Existing Trails
- Proposed Trails

Regional Watershed and Trails



CHAPTER 2 : FORM AND CHARACTER

C. Stormwater Management

The Community of Newhall is located within the Santa Clara River watershed. Old Town Newhall is adjacent to the junction of Newhall Creek, Placerita Creek and the South Fork of the Santa Clara River. The South Fork of the Santa Clara continues flowing north along Railroad Avenue for a short distance before it joins the main channel of the Santa Clara River. The Santa Clara River flows west for about 45 miles to the Pacific Ocean. Along its banks, native habitats support a rich variety of flora and fauna. Currently, all stormwater runoff from the project area's impervious surfaces such as sidewalks, roads and parking lots is directed to storm drains and transported through pipes into the surrounding creeks and downstream into the Santa Clara River. As a result, management of storm runoff into existing creeks is an important environmental issue.

The stormwater management principles outlined below can become both an educational resource for the community and an environmental mitigation strategy. Its goal can be not only to sustain current environmental quality levels, but also to improve the region's watershed quality over time.

1. Education Strategies

- (a) Select native plant species that will best illustrate the qualities of native vegetation.
- (b) Place signs along creek trails illustrating the regional watershed, water cycles, and the natural function that native plant materials perform in their habitat.
- (c) Establish a donor sponsorship to encourage community participation that can provide revenues for informational signage, small re-vegetation projects and nature outreach programs.

2. Environmental Strategies

- (a) Mitigate environmental degradation resulting from stormwater runoff.
- (b) Allow for the biofiltration of sediments and pollutants, reduction of amounts of untreated runoff entering the surrounding creeks during average storms, reduce erosion along creeks banks by slowing down potentially damaging flows, and increase the presence of nature within the community.
- (c) Encourage incorporating into all development components the use of non-hardline conveyance techniques such as bioswales, infiltration areas, vegetated filter strips, porous paving, rainwater gardens and cisterns.

3. Stormwater Management Principles

The following principles are intended to address the impact that the Old Town Newhall Specific Plan, as well as future projects, will have within the Santa Clara watershed.

- (a) Use Hydrology as an Integrating Framework.
 - To integrate the urban and natural surrounding environment into a harmonious fabric.
 - To reduce maintenance and infrastructure cost.

Strategies:

 - Identify the watershed context and preserve sensitive areas within its borders that affect hydrology, such as streams and buffers, wetlands, floodways, steep slopes, highly permeable soils, and densely vegetated areas.
 - Mimic natural drainage functions; for example, allow water to percolate underground to replenish aquifers, filter out suspended solids, remove pollutants and slow down flows through vegetation.
- (b) Avoid Large End of Pipe Solutions by Controlling Stormwater at the Source.
 - As a result of budget constraints, small towns have the largest impact on water quality.

- Conveyance system and treatment infrastructure costs increase with distance from source.
- Simple, non-structural methods are most economical and can result in significant maintenance cost savings.
- Smaller storm events occur more frequently and carry the largest concentration of pollutants per volume as compared to 100 year storm events.
- Reduce safety concerns with shallow water depths and gentle side slopes.

Strategies:

- Avoid large "end-of-pipe" catchment areas (as they do not mimic natural hydrology) by utilizing the smallest sub-catchment areas possible.
- Encourage individual business and residence owners to reduce runoff by implementing the use of cisterns, vegetated/ bioswales, porous gutters and paving, infiltration areas and rainwater gardens along street fronts.



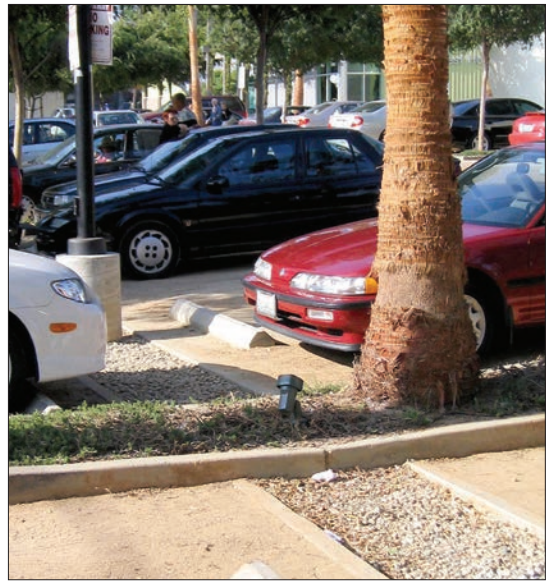
Bio Parking Island

(c) Incorporate Stormwater into a Multifunctional Landscape

- Technical advantage: individual units can fail without total system failure.
- Can be easily integrated into the site concept.
- Sustainable - uses plants, rock, mulch and soil.
- Provides linear greenways through the community with native wetland plant species.

Strategies:

- Replant surrounding creek beds and banks with native riparian habitat plants to create "green fingers" that will spatially define the community while enriching its resources.
- Strategically place bioswales and rainwater gardens to intercept runoff near the source.
- Design features such as cisterns, aqueducts, culverts and other rainwater harvesting elements to become a visual and interpretive amenity integrated into the site design.
- Design every site element (roofs, streets, parking areas, sidewalks, and green spaces) to be multifunctional, incorporating detention, retention, filtration or runoff use.
- Reduce impervious surface coverage wherever possible, and instead use alternative, porous materials in place of standard impervious surfaces.



Bio Parking Island

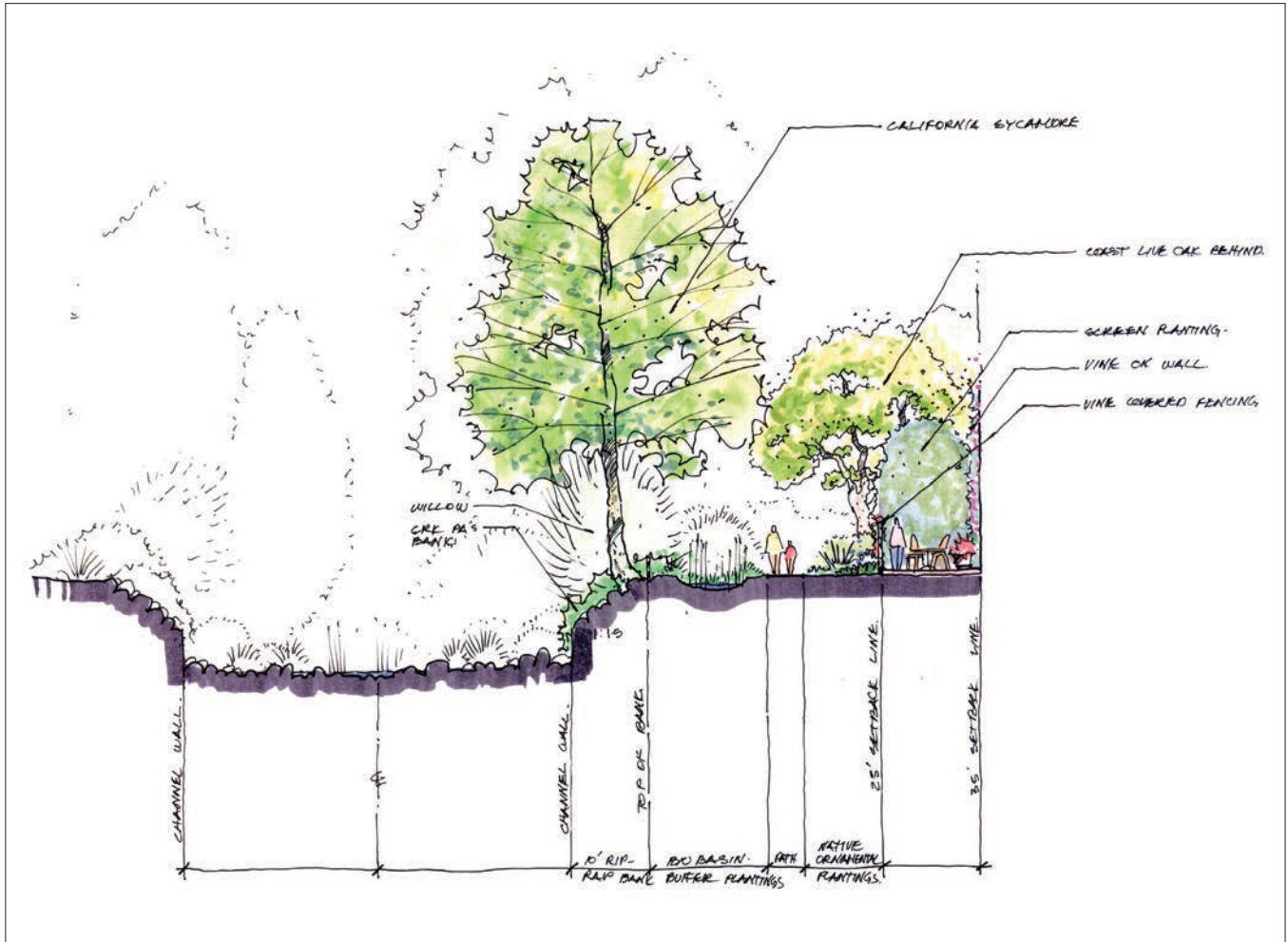
4. Stormwater Projects Policies

The following measures incorporate the above principles and strategies into the Specific Plan area. Please refer to Chapter 3 for existing infrastructure conditions and proposed below grade improvements:

(a) Newhall Creek Bike/Pedestrian Path

- Restore riparian habitat along the creek.
- Direct surface stormwater to bioswales and small catch basins that could also nurture the restoration plantings.
- Provide signage illustrating watershed context and function, and label native plant specimens.

CHAPTER 2 : FORM AND CHARACTER



Creek Cross Section

(b) Railroad Avenue Median

- Design a dual conveyance system of bioswales for the median that would allow small flows to run along the surface, with a hardline backup system to handle overflows from large storm events.
- Provide curb cuts along the median to allow storm water runoff to irrigate median planter.
- Plant the median using trees and understory plants with low maintenance and water requirements that will accept these proposed conditions.

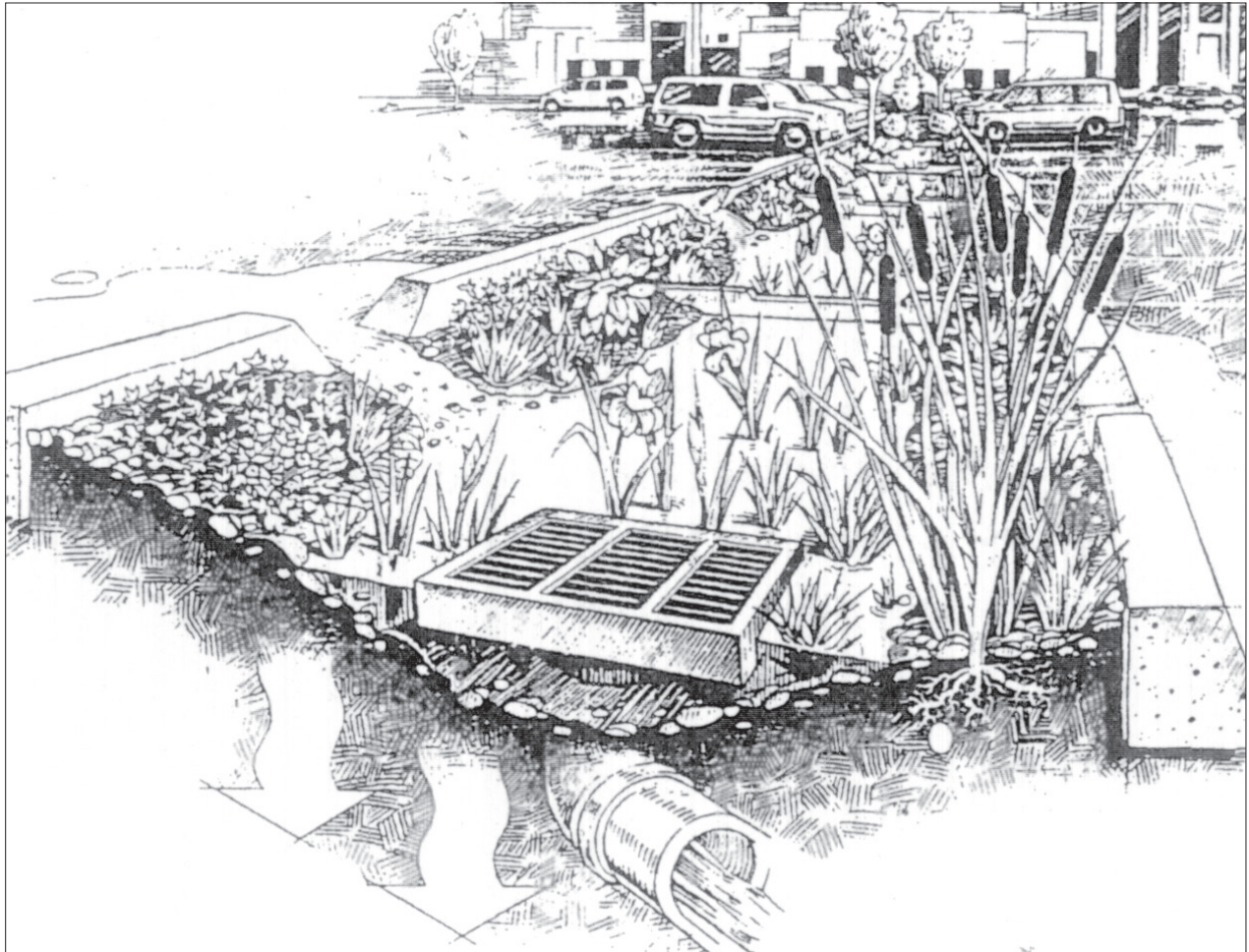
(c) Market Street Parking

- Provide curb cuts along the sidewalk to allow storm water run off to irrigate tree planters.
- Direct surface runoff to rain gardens located at corner curb bulbs.
- Use permeable pavers on parking stalls to allow water percolation.

(d) Main Street

Street parking areas:

- Provide curb cuts along sidewalk to allow storm water run off to irrigate tree planters.
- Direct surface runoff to rain gardens located at corner bulb-out.
- Use permeable pavers in parking stalls to allow water percolation.



BioSwale Section

Alley parking:

- Direct surface and roof runoff to curb cuts along parking islands to allow storm water runoff to irrigate tree planters and rain gardens.
- Locate storm drains in parking island to handle overflow during large storm events.
- Use permeable pavers in parking stalls to allow water percolation.

Mercado:

- Direct surface and roof runoff to tree planters for irrigation.
- Include the use of cisterns, aqueducts, culverts and other rainwater harvesting elements as featured site enhancements.

(e) Newhall Avenue Bioswale

- Remove existing concrete swale and replace with a bioswale between road curb and new realigned pedestrian path along the south edge of the road in front of William S. Hart Park.
- Direct surface runoff to curb cuts along road to allow storm water run off to enter bioswales.
- Plant bioswales with low growing riparian plants to provide a pedestrian barrier between the road and path, yet maintain a clear line of sight for drivers.

Each development project, while adhering to the above policies, shall be subject to application of the current NPDES (National Pollutant Discharge Elimination System) Permit requirements at the time the development occurs.

CHAPTER 2 : FORM AND CHARACTER

D. Main Street Design Concept

Newhall has an authentic romantic past. The concept is to create a streetscape that is timeless, reflective of the natural environment, and artful in order to provide an appropriate setting for this history. A stronger connection between regional historic and environmental features such as Hart Park and Newhall Creek will also result from this approach, as the unique history and natural beauty of the surrounding natural environment is the inspiration for this approach.

Timeless

Many influences suggest a timeless rustic western flavor for Main Street. Interesting elements of the rich regional history were established in different time periods, including downtown buildings that date from Newhall's founding in the 1870's, Heritage Park with its mix of 19th century buildings, William S. Hart's home "La Loma de los Vientos" of the 1920's and a restored Melody Ranch both represent the influence of Hollywood Westerns, and the current Walk of Western Stars that was initiated in the 1960's. This approach will also serve to tie together the five proposed architectural influences.

- Contemporary uses of local materials such as Vasquez Canyon stone and historic elements will be selected to let this authentic history be evident.
- Streetscape elements and planting will be designed to feature storefronts and community buildings.
- Where appropriate, aspects of the new Metrolink Station design, such as material selection, will influence that new streetscape to provide design unity.

Environment

Newhall's development along canyon bottoms and alongside Newhall Creek, combined with the proposed stormwater management techniques described in the Stormwater Management section of this plan, suggests a Riverwash or Arroyo theme for the paving and planting. This abstraction of nature will complement the site amenities in a timeless manner.

The use of riparian trees, such as the California Sycamore with their natural sculptural form, and informal, rustic native understory plants will be selected to bring an immediate sense of nature to the urban



Benches



Walk of Western Stars



Street lighting



Artwork: weather vane



Landscape walls



Main Street

portions of Newhall. These plantings are also adapted to local rainfall.

The trees and planting will be selected to complement, and not block business facades, as well as provide shade, flowers and scent for a pleasant pedestrian environment.

Artful

"Whether in a public park, along the trail system, or in an office plaza, public art contributes to providing a sense of place." - *City of Santa Clarita Beautification Master Plan, 2001*

The Beautification Plan set the stage for the following:

- Create incentives for, or require the design of public improvements and private development to incorporate a public art component in Newhall.



California Sycamore

CHAPTER 2 : FORM AND CHARACTER

- In order to create a clearer image for Newhall, Public art is to focus on the historic, cultural, and natural character of this community and/ or its region.

Public art proposals should also:

- Unify the Community
- Create useable and desirable public space
- Improve streetscapes and other public corridors aesthetically
- Provide interest to the open space corridors

The intention of the community leading to the formation of the Newhall Arts and Theatre District will be reinforced by taking an artful approach to the streetscape design the new Main Street. The arts will be supported in the design by:

- Public art that is integral to the site, and reinforces the spirit of Newhall, will be encouraged. This can take the form of the design of streetscape elements or paving features.
- The public space in front of the theaters will be designed to facilitate gathering before and after events, as well as for loading and unloading of passengers.



Horseshoe Concrete



Walk of Western Stars



Utility artwork



Neighborhood Trees



Valley Oak

E. Designated Street Trees

The role of a street tree plan is to allow individual tree planting decisions to be made in the context of an overall vision.

Street trees provide numerous benefits to residents and visitors of Old Town Newhall such as:

- Shade from trees enhances microclimates for people, buildings and vehicles.
- Property values can increase because streets with trees look more stable and prosperous.
- People drive cars more slowly on streets with trees.
- Pedestrian activity is encouraged by the presence of street trees.
- Air quality is improved by trees
- The perception of traffic noise and nuisance is reduced by street trees.

This street tree plan and list is to serve as a guide for future tree plantings. It is intended that existing healthy street trees be preserved, even if a different tree is suggested for that street. Tree selection for the Specific Plan was influenced by;

- Trees with a "Western" feeling have been selected to compliment the character of Newhall.
- Existing trees, and the scale of the street and sidewalks were evaluated.
- The City Arborist and the City Landscape Architect were consulted, a site inventory was conducted, and the following documents were reviewed in order to develop the street tree list:
 - City of Santa Clarita Street Tree Inventory
 - City of Santa Clarita Street Tree List
 - The list of Approved Street Trees for the Proposition 12 Grant
 - The Santa Clarita Beautification Master Plan (2001)

On an area by area basis, street tree selection was based upon:

Downtown - (Main Street, Civic Buildings, Park Once Structures, Mercado and Main Street Retail) The historical importance of this portion of Newhall suggested the selection of trees with an early Western or California ambience throughout the Specific Plan Area.

Commercial Corridors - Large trees with strong visual presence that provide shade are selected for the major vehicle corridors.

CHAPTER 2 : FORM AND CHARACTER



Cork Oak



Coast Live Oak

Creative Industry District - This area has the appearance of an Oak Savanna, as it is open with a scattering of Valley Oaks (*Quercus lobata*). Therefore, the Valley Oak is appropriate here.

East Housing Area and Creekside Park - The presence of impressive native oak trees throughout the neighborhood suggest the planting of more of these trees. Deciduous Valley Oaks (*Quercus lobata*) are proposed on the South and West exposures to provide summer shade and allow winter sun, and the evergreen Coast Live Oak (*Quercus agrifolia*) is proposed for the north and east exposures for wind protection.

West Housing Area - Many of these streets currently benefit from existing mature trees. The design goal for this area is to retain these trees and add more street trees of the same species and planting pattern.

William S. Hart Park - The impressive Deodar Cedar (*Cedrus deodara*) planted along the Park's frontage are to remain, with more planted along Newhall Avenue.

Guidelines

Where space is available, tree wells are to be 4' x 6' (Four feet by six feet).

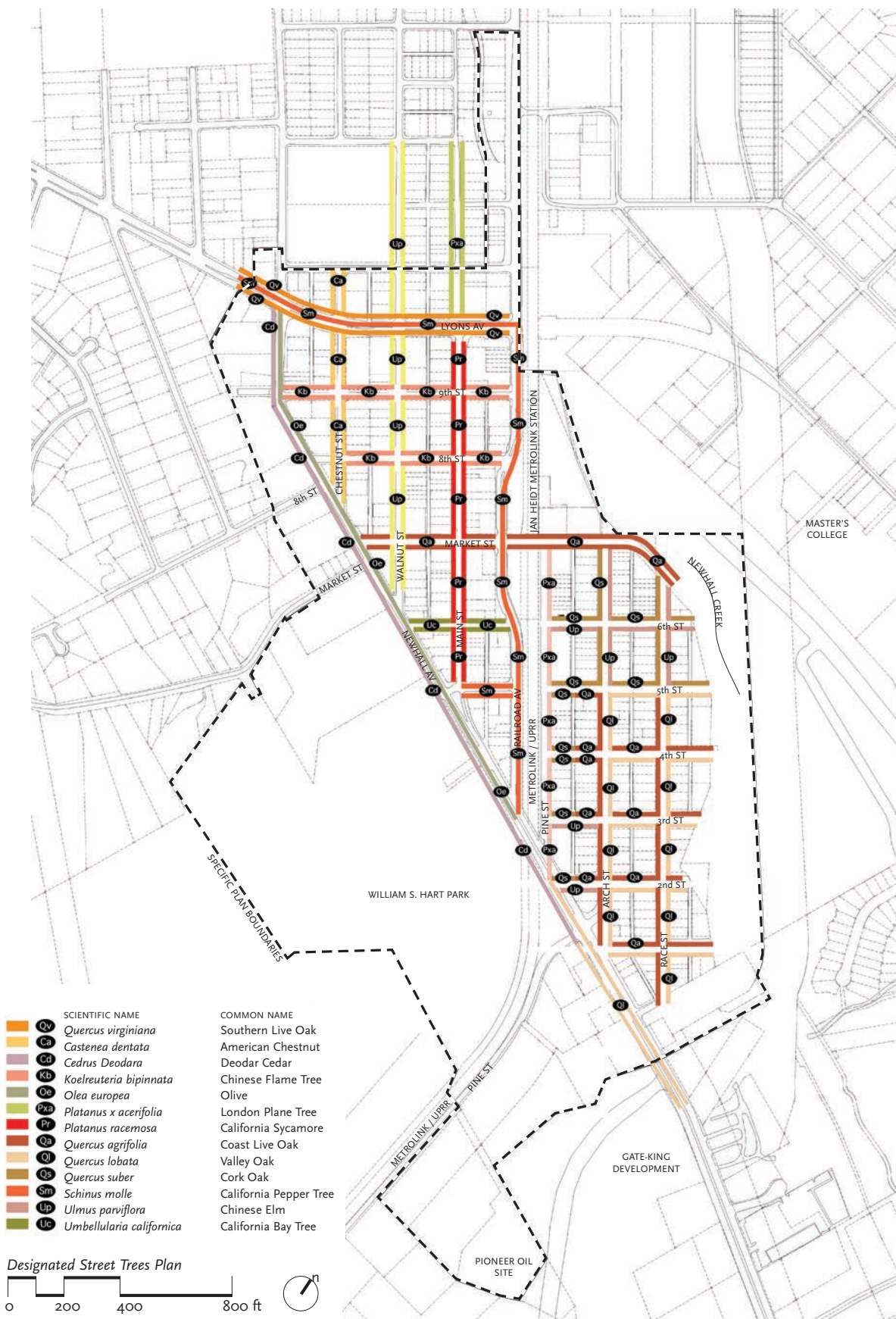
Where this much space is not available, permeable paving or tree grates are to be utilized to give the tree roots ample aeration while enabling space for foot and or vehicle traffic.

Automatic irrigation is to be provided for tree establishment.

Where right-of-way easements are too narrow for adequate tree planting, easements should be discussed with the owners for potential acquisition in front yard setbacks for street trees.

In general, street trees should be a minimum of 30' (thirty feet) apart along the street frontages.

Street trees in commercial areas should be selected and placed to avoid both long and short-term sign blockage for businesses.



CHAPTER 2 : FORM AND CHARACTER



California Sycamore tree



Olive tree

Downtown

Railroad Avenue

Designated Street Tree(s):

Brachychiton populneus / Bottle Trees

Schinus molle / California Pepper (medians only)

A continuous corridor of California Pepper Trees is proposed along Lyons and Railroad Avenue to act as a visual guide or marker leading into Old Town Newhall.

Existing Street Tree(s):

Rhus lancea / African Sumac

Lagerstroemia indica / Crape Myrtles

Pinus thunbergii / Japanese Black Pine

Market Street

Designated Street Tree(s):

Platanus racemosa / California Sycamore

Quercus agrifolia / Coast Live Oak

Existing Street Tree(s):

Brachychiton populneus / Bottle Trees

Fraxinus velutina / Arizona Ash

Morus sp. / Mulberry

Main Street (Formerly San Fernando Road)

Designated Street Tree(s):

Platanus racemosa / California Sycamore (primary)

Proposed Accent Trees

Ailanthus altissima / Tree of Heaven

Parkinsonia aculeata / Mexican Palo Verde

Prosopis glandulosa / Honey Mesquite

Syringia reticulata / Japanese Tree Lilac

XChitalpa tashkentensis / Chitalpa

Existing Street Tree(s):

Fraxinus velutina / Arizona Ash

Geijera parviflora / Australian Willow

Koelreuteria bipinnata / Chinese Flame Tree

Pyrus calleryana / Ornamental Pear

Pyrus kawakamii / Evergreen Pear

Commercial Corridors

Newhall Avenue

Designated Street Tree(s):

Cedrus Deodara / Deodar Cedar (along South side of street)

Olea europea / Olive (along North side of street)

Existing Street Tree(s):

Cedrus Deodara / Deodar Cedar

Pyrus calleryana / Ornamental Pear

Lyons Avenue

Designated Street Tree(s):

Quercus virginiana / Southern Live Oak

Schinus molle / California Pepper Tree (in median)

A continuous corridor of California Pepper Trees is proposed along Lyons and Railroad Avenue to act as a visual guide or marker leading into Old Town Newhall.

Existing Street Tree(s):

Pyrus calleryana / Ornamental Pear

Quercus agrifolia / Coast Live Oak

Syagrus romanzoffianum / Queen Palms

Pistacia chinensis / Chinese Pistache (in front of Californian Apartments)



Evergreen Pear tree

Fraxinus velutina 'Modesto' / Modesto Ash in LMD (Landscape Maintenance District)
Quercus kelloggii / California Black Oak
Koelreuteria paniculata / Goldenrain Tree
Liquidambar styraciflua / American Sweetgum

Hart Park

Newhall Avenue (Between Market St. and Main Street)

Designated Street Tree(s):
Cedrus atlantica / Atlas Cedar (along South side of street)
Olea europea / Olive (along North side of street)

Existing Street Tree(s):
Cedrus deodara / Deodar Cedar
Pyrus calleryana / Ornamental Pear

Creative Industry District

Newhall Avenue

Designated Street Tree(s):
Quercus lobata / Valley Oak

Existing Street Tree(s):
Fraxinus velutina / Arizona Ash
Geijera parviflora / Australian Willow
Koelreuteria bipinnata / Chinese Flame Tree
Pyrus calleryana / Ornamental Pear
Pyrus kawakamii / Evergreen Pear



Goldenrain tree

East Housing Area and Creekside Park

Race Street

Designated Street Tree(s):
Ulmus parviflora / Chinese Elm (East sides of street between Market St. and 5th St.)
Quercus agrifolia / Coast Live Oak (West sides of street continuing East after 5th St)
Quercus lobata / Valley Oak (East sides of street continuing East after 5th St)
Quercus suber / Cork Oak (West sides of street between Market St. and 5th St.)

Existing Street Tree(s):
Populus fremontii / Western Cottonwood
Tamarix chinensis / Salt Cedar
Quercus agrifolia / Coast Live Oak
Robinia pseudoacacia / Black Locust
Ulmus Americana / American Elm

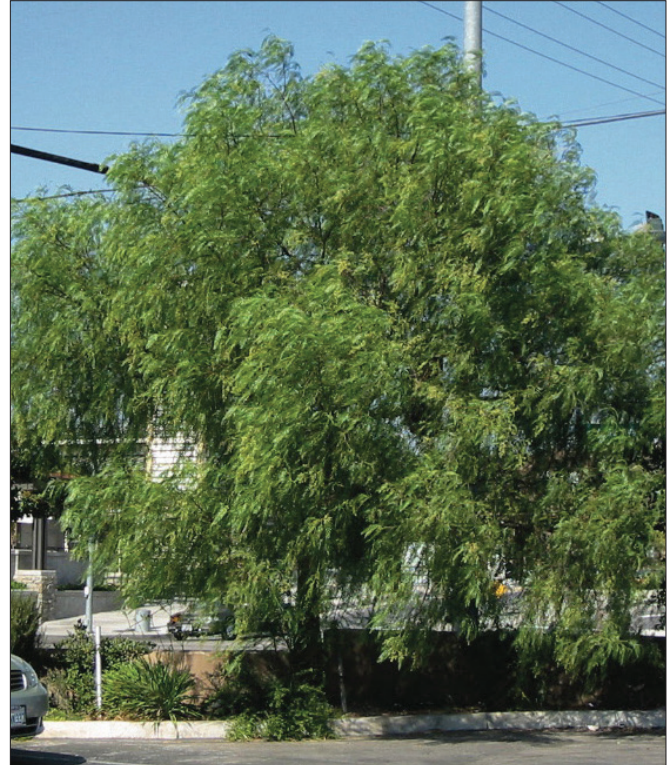
Arch Street

Designated Street Tree(s):
Ulmus parviflora / Chinese Elm (East sides of street between Market St. and 5th St.)
Quercus agrifolia / Coast Live Oak (West sides of street continuing East after 5th St)
Quercus lobata / Valley Oak (East sides of street continuing East after 5th St)
Quercus suber / Cork Oak (West sides of street between Market St. and 5th St.)

CHAPTER 2 : FORM AND CHARACTER



Bottle tree



California Pepper tree

Existing Street Tree(s): there is a random mix of trees such as:

Ulmus pumila / Siberian Elm
Robinia pseudoacacia / Black Locust
Quercus agrifolia / Coast Live Oak
Platanus x acerifolia / London Plane Trees

There is no space for the addition of street trees in the public right-of-way in the first block between Market St. and 6th St.

Pine Street

Designated Street Tree(s):

Platanus x acrefolia / London Plane Trees

Existing Street Tree(s):

Eucalyptus polyanthemos / Silver Dollar Gum
Platanus x acerifolia / London Plane Trees (North side)
Lagerstroemia indica / Crape Myrtles (South side)

Larger trees can be placed in between Crape Myrtles to help screen the railroad tracks.

6th Street (South of Railroad Avenue)

Designated Street Tree(s):

Quercus suber / Cork Oak (North sides of street East of Pine St.)
Ulmus parviflora / Chinese Elm (South sides of street West of Pine St.)
Umbellularia californica / California Bay Tree (West of Railroad Ave.)

Existing Street Tree(s):

Robinia pseudoacacia / Black Locust
Liquidambar styraciflua / Sweet Gum

5th Street (South of Railroad Avenue)

Designated Street Tree(s):

Quercus lobata / Valley Oak (South sides of street East of Pine St.)
Quercus suber / Cork Oak (North sides of street East of Pine St.)
Ulmus parviflora / Chinese Elm (South sides of street one-half block East of Pine St.)
Schinus molle / California Pepper Tree (West of Railroad Ave.)

Existing Street Tree(s): there is a random mix of trees such as:

Pyrus calleryana / Ornamental Pear
Morus alba / White Mulberry
Robinia pseudoacacia / Black Locust

4th Street

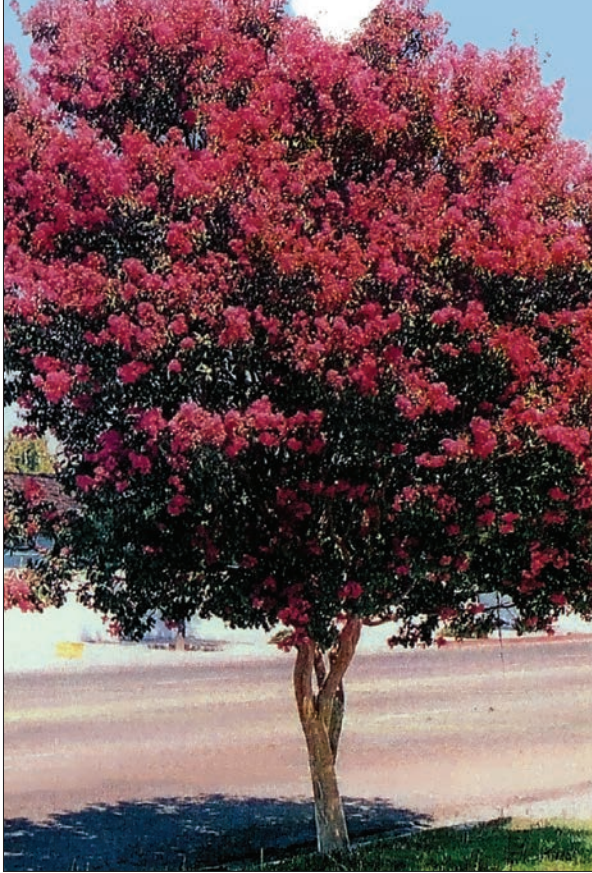
Designated Street Tree(s):

Quercus Agrifolia / Coat Live Oak (North sides of street East of Pine St.)
Quercus lobata / Valley Oak (South sides of street East of Pine St.)
Quercus suber / Cork Oak (North sides of street one-half block East of Pine St.)
Ulmus parviflora / Chinese Elm (South sides of street one-half block East of Pine St.)

Existing Street Tree(s): there is a random mix of trees such as:

Ulmus pumila / Siberian Elm
Ulmus americana / American Elm
Robinia pseudoacacia / Black locust

There is no space for street trees in the public right-of-way except on first block.



Crepe Myrtle tree



Deodar Cedar tree

3rd Street

Designated Street Tree(s):

Quercus agrifolia / Coast Live Oak (North sides of street east of Pine St.)

Quercus lobata / Valley Oak (South sides of street east of Pine St.)

Quercus suber / Cork Oak (North sides of street one-half block east of Pine St.)

Ulmus parviflora / Chinese Elm (South sides of street one-half block east of Pine St.)

Existing Street Tree(s): there is a random mix of trees such as:

Ulmus pumila / Siberian Elm

Ulmus Americana / American Elm

Robinia pseudoacacia / Black locust

There is limited space for street trees due to pavement leading up to the property lines of houses adjacent to the road.

2nd Street

Designated Street Tree(s):

Quercus agrifolia / Coast Live Oak (North sides of street east of Pine St.)

Quercus lobata / Valley Oak (South sides of street east of Pine St.)

Quercus suber / Cork Oak (North sides of street one-half block east of Pine St.)

Ulmus parviflora / Chinese Elm (South sides of street one-half block east of San Fernando St.)

Existing Street Tree(s): there is a random mix of trees such as:

Robinia pseudoacacia / Black Locust

Pinus radiata / Monterey Pine

Ulmus Americana / American Elm

There is limited space for street trees due to pavement leading up to the property lines of houses adjacent to the road.

Park Street

Designated Street Tree(s):

Quercus agrifolia / Coast Live Oak (North sides of street east of Pine St.)

Quercus lobata / Valley Oak (South sides of street east of Pine St.)

Existing Street Tree(s): there is a random mix of trees such as:

Robinia pseudoacacia / Black Locust

Pinus radiata / Monterey Pine

Ulmus americana / American Elm

There is limited space for street trees due to pavement leading up to the property lines of houses adjacent to the road.

CHAPTER 2 : FORM AND CHARACTER

West Housing Area

Spruce Street

Designated Street Tree(s):

Platanus x acerifolia / London Plane Tree

Existing Street Tree(s): there is a random mix of trees such as:

Fraxinus sp. / Ash

Morus sp. / Mulberry

Platanus racemosa / California Sycamore

Pyrus calleryana / Ornamental Pear

Eucalyptus sp. / Eucalyptus species

There is no room in the public right-of-way for street trees from 14th street east two blocks.

Walnut Street

Designated Street Tree(s):

Ulmus parviflora / Chinese Elm

Accent:

Juglans californica / California Black Walnut

Existing Street Tree(s):

Lagerstroemia indica / Crape Myrtle

Fraxinus sp. / Ash

Liquidambar styraciflua / American Sweetgum

Magnolia sp. / Magnolia

Robinia sp. / Locust

Ulmus parviflora / Chinese Elm

Ulmus pumila / Siberian Elm

Ulmus Americana / American Elm

Chestnut Street

Designated Street Tree(s):

Castanea dentata / American Chestnut

Existing Street Tree(s): there is a random mix of trees such as:

Fraxinus velutina / Arizona Ash

Liquidambar styraciflua / Sweet gum

Ulmus pumila / Siberian Elm

Ulmus parviflora / Chinese Elm

There is a big mix of large mature trees that should be maintained. The addition of street trees is possible except between 8th and 9th streets.

12th Street

Designated Street Tree(s):

Platanus x acerifolia / London Plane Tree

Existing Street Tree(s):

Platanus x acerifolia / London Plane Tree

Ulmus americana / American Elm

Koelreuteria bipinnata / Chinese Flame Tree

11th Street

Designated Street Tree(s):

Platanus x acerifolia / London Plane Tree

Existing Street Tree(s):

Fraxinus sp. / Ash (mature)

Platanus x acerifolia / London Plane Tree

Ulmus americana / American Elm

9th Street

Designated Street Tree(s):

Koelreuteria bipinnata / Chinese Flame Tree

Accent

Aesculus californica / California Buckeye

Existing Street Tree(s):

Lagerstroemia indica / Crape Myrtle

Koelreuteria bipinnata / Chinese Flame Tree

Morus sp. / Mulberry

Platanus x acerifolia / London Plane Tree

Pyrus kawakamii / Evergreen Pear

Ulmus pumila / Siberian Elm

8th Street

Designated Street Tree(s):

Koelreuteria bipinnata / Chinese Flame Tree

X Chitalpa tashkentensis / Chitalpa

Existing Street Tree(s):

Quercus agrifolia / Coast Live Oak

Platanus x acerifolia / London Plane Tree

Betula pendula / White Birch

Ulmus pumila / Siberian Elm

Liquidambar styraciflua / Sweet Gum

6th Street (South of Railroad Avenue)

Designated Street Tree(s):

Umbellularia californica / California Bay Tree (West of Railroad Ave.)

Existing Street Tree(s):

Robinia pseudoacacia / Black Locust

Liquidambar styraciflua / Sweet Gum

5th Street (South of Railroad Avenue)

Designated Street Tree(s):

Schinus molle / California Pepper Tree (West of Railroad Ave.)

Existing Street Tree(s): there is a random mix of trees such as:

Pyrus calleryana / Ornamental Pear

Morus alba / White Mulberry

Robinia pseudoacacia / Black Locust



Neighborhood Trees



2.4 Transportation Plan

The overall approach to transportation in Old Town Newhall is based on the time-tested practice of making great streets that respond to and create a positive environment for people and automobiles. With this foundation, the transportation plan addresses four primary subjects:

- Great streets and thoroughfares
- Parking
- Community-wide circulation
- Transit

Great Streets and Thoroughfares

The notion that an effective design of streets helps create vibrant civic life is fundamental to both traditional cities and Old Town Newhall. “Great Streets” elevate the needs of pedestrians and cyclists to a state of balance with other modes of transportation within the right-of-ways of residential and commercial thoroughfares. This approach is referred to as *Pedestrian First* because it suggests that favoring pedestrian movement is the most important ingredient in the design of traditional urban places. Such a focus allows a friendlier, more inviting environment of the public way. As a result, walking and shopping opportunities increase, adding greatly to the economic vitality of a place. Increased options for movement through the city [walking, riding, streetcars, autos] enhances the variety of the street as well. All these



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elements combine to create a much higher trip quality for citizens and visitors, whether walking or driving.

Most visitors, workers and residents will likely arrive in Old Town Newhall in wheeled vehicles, but at some point they will enter the realm of the pedestrian, who moves at no more than four miles per hour. As pedestrians, they need to circulate safely and conveniently to their destination.

In order to create a pedestrian friendly environment which in turn, maximizes the commercial and retail nature of Old Town Newhall, it is important to note the difference between street design for a *Pedestrian First* project as compared to a conventionally designed project. Conventional, wide streets and arterials can be very uninviting and potentially unsafe for pedestrians because cars travelling faster require greater braking distance. Narrower streets whose turning radii are reduced encourage pedestrians both because the streets are safer and the streets feel more comfortable. The result is that proper street design is a significant contributor to creating a vibrant, pedestrian-oriented public arena.

In response to such concerns, Old Town Newhall's street network includes carefully considered design strategies. First, it is hierarchical, as it is composed of various street types, their widths calibrated to the building types and uses each is meant to service. Second, it is lean, as it is set up to operate using the minimum width possible for each thoroughfare. Third, it is interconnected, as it provides for a variety of alternative paths of movement. Fourth, it is spatial, as carefully calibrated standards for each thoroughfare establish their individual sense of enclosure and contribute to the character and place within the district. Fifth and finally, it is varied, as individual thoroughfares are incorporated into specific zones within the plan, assigned character according to use. The integration of these organizational strategies and care in creating safe design widths are key components in the Pedestrian First approach.

Detailed street design standards aim to slow traffic down within the neighborhood and along the corridor, while allowing for the smooth operation of emergency vehicles and keeping the same capacity for vehicular flow. Limited lane widths, two-way traffic, on-street parking, tighter curb radii, narrow street crossings, ample sidewalks and generous streetscapes, including lighting that is both effective for commerce and pedestrians while maintaining the integrity of those natural areas adjacent to Old Town are all key elements of a walkable, *Pedestrian-First* strategy. For each street type, these standards prescribe both a geometric profile as well as a performance level. The standards were established to balance the needs of people walking, parked cars, and moving cars, and to generate a quality of place and a character that varies from place to place. The look and performance of thoroughfares can then become a powerful influence on the design of buildings within adjacent blocks and on the overall quality of life within each neighborhood.

By utilizing this transportation framework, residents will have access to all buildings and uses within the neighborhood in a manner that supports the kind of casual social interaction that is at the heart of all great downtowns.



Parking

Fundamental to the successful revitalization of Old Town Newhall is the creation of a Park Once environment. The typical suburban pattern of isolated, single-use buildings, each surrounded by parking lots, requires two vehicular movements and a parking space to be dedicated for each visit to a shop, office, or civic institution, requiring six movements and three parking spaces for three tasks. With virtually all parking held in private hands, spaces cannot be efficiently shared between uses, and each building's private lots are therefore typically sized to handle a worst-case parking load. Most significantly, when new and renovated buildings in an existing downtown are required to provide such worst-case parking ratios, the result is often stagnation and decline: buildings are not renovated, since no room exists on the site for the required parking; new shops often demand the tear-down of adjacent buildings, generating free-standing retail boxes surrounded by cars, or pedestrian-hostile buildings that hover above parking lots; and the resulting low-density fabric generates too few pedestrians to let downtown reach critical mass.

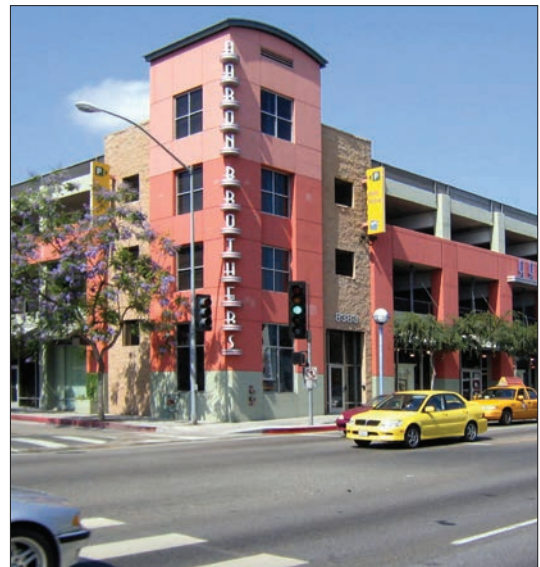


By contrast, the compactness and mixed-use nature of Old Town Newhall lends itself to significant savings in daily trips and required parking spaces, for three reasons:

Park Once - Those arriving by car follow a Park Once pattern, generating just two vehicle movements, parking just once, and completing multiple daily tasks on foot.

Shared Parking Among Uses with Differing Peak Times - Spaces can be efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses).

Shared Parking To Spread Peak Loads - The Old Town Newhall parking supply can be sized to meet *average* parking loads (instead of the *worst-case* parking ratios needed for isolated suburban buildings), since the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant.



Studies indicate that the parking required for mature mixed-use district typically ranges from 1.4 to 2.5 spaces per 1,000 square feet of non-residential built space, or one-third to one-half that required for conventional suburban development [1]. The traditional downtown pattern also generates more pedestrian traffic accompanied by less vehicular congestion. Daily vehicle trips can be reduced by half or more. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people animate public life on the streets and generate the patrons of street friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

A critical element of the Park Once environment is the presence of on-street parking on both sides of nearly all

[1] Nelson\Nygaard Associates (November 2004)

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blocks, and the concealment of other parking from view from the street with a "liner" of shops and offices. This is achieved by locating parking in the interior of blocks, or by fronting parking decks with a veneer of retail floor space and by designing the exterior of the parking structures to disguise their interior use. Additionally, it is important that the pedestrian landing is into a public space such as the sidewalk, an arcade, or public building lobby.

For the past century, no dictum has been more descriptive of the fate of our cities than "form follows parking." The proposed resolution of the parking load for the downtown area is based on the proposition that parking is not an end in itself. Its purpose is to generate a pedestrian environment where people and cars mix under controlled circumstances that favor the person on foot. The consequence of this change in policy and design will be the kind of town center vitality and prosperity that have been absent from Old Town Newhall in the last thirty years.

Community-Wide Circulation

The circulation strategy that will enable Old Town to become the exciting place envisioned by the community is to effectively create a triangle-bypass for community-wide traffic. By letting the corridors feeding into the area continue to handle the majority of traffic that is community-wide in nature, the traffic that wants to use the more calm Main Street will do so. This coordinated system of interconnected corridors and varying local streets will enable Old

Town and the two flanking neighborhoods to maintain their local role and nature within the larger system of the region.

The General Plan identifies a planned extension of Dockweiler Road which is east of the Specific Plan boundary. The City has not yet finalized the actual alignment, configuration and type of connection (at grade or grade-separated) has not been determined for this roadway. This Specific Plan acknowledges the future need to accommodate this extension and to the extent possible, provides several points connection for further study.

Transit

The objective of the transit component of this Specific Plan is to augment the downtown area with a variety of alternatives to the personal automobile. This is accomplished through the use of existing bus and commuter rail service as well as through other incentives and strategies aimed at reducing the need for parking spaces while increasing the amount of people and customers available to merchants and services in the area. Generally, the following subjects are addressed in this Specific Plan to provide alternatives to single occupancy vehicle trips to and from Old Town:

Transit-Oriented Housing - The presence and success of the commuter rail service at the Jan Heidt Metrolink Station bodes very well for Old Town Newhall. As discussed later in this Specific Plan, the popularity of people wanting



to live near transit is on the rise for the foreseeable future. One of the best ways to maximize transit and its numerous benefits is to provide housing that caters to those wanting the type of lifestyle of living in a downtown area with viable transit service and the option of not having to own an automobile for daily needs.

Increase Transit Service - The commitment toward providing maximum access to and from Old Town while minimizing the need to provide parking for everyone in the region is fundamental to the revitalization effort. As the downtown area creates more housing and the retail/office/restaurant space increases, the viability of increased transit service is further enhanced.

Financial Incentives to Driving - Through the use of a variety of incentives, it is proposed that employers and their employees working in the area can choose between always driving their cars to Old Town and using the incentives to reduce their need to do so. In this way, people are provided with alternatives they don't have today and, demands on traffic and parking are lessened to a degree.

Parking Permits - In close coordination with the residential areas in the Specific Plan, the possibility exists for limited use of on-street parking by commuters on a permit basis that is enforced. This allows efficient use of on-street parking that is often not used by residents during the day. The revenues from this program would help to fund transit activities.

The above subjects are expanded upon further with corresponding policies and initiatives in Chapter 3, Implementation.

A. Great Streets and Thoroughfares

The proposed street network is interconnected and geometrically rich. Streets are appropriately terminated as necessary to generate a sense of enclosure and spatial variety. From a functional perspective, the dimensional palette of streets generally follows New Urbanist street standards. Existing neighborhood streets accept the principle of narrowness as a fundamental precondition of pedestrian safety. The thoroughfares connecting in and out of the neighborhood are large enough to accommodate more significant traffic loads, yet they remain pedestrian-friendly.

Finely calibrated right-of-way sections are in balance between the needs of people walking, parked cars, moving cars and streetscape. These four ingredients of street design vary from one thoroughfare to the other, giving each of them a particular and unique architectural character. A pedestrian walking through Old Town Newhall or a driver in a car should be able to recognize where they are located at any point in time. Through a sensitively detailed set of thoroughfares, a variety of distinct and viable environments is created. Such a system allows a real place to exist while accommodating the needs of people and automobiles.

The following represents the proposed improvements to the existing thoroughfare network for the Specific Plan area.



A Great Street: University Avenue in Palo Alto, CA

1. Railroad Avenue Modifications - To enable the Main Street modifications and provide the capacity that is needed for future traffic volumes, Railroad Avenue will be re-striped and re-built within its existing curbs to provide a four-lane roadway with a tree-lined central median. At each cross street, breaks in the median for left-turn lanes will maintain accessibility to the downtown area. Parking is removed on the eastern side to make room for the additional traffic lanes, but retained on the western side to serve businesses and provide a buffer for pedestrian. On the western side, the existing six feet from building to curb face is inadequate. An additional six feet in the form of an easement, to produce a 12 foot wide sidewalk, will therefore be required whenever buildings are redeveloped, in order to create a reasonably wide and shopper-friendly streetscape. The implementation of this project is to occur in the first phase of the Plan and will require a phased approach to provide the necessary capacity within the available resources so early in the project.

2. Reconfigure north end of Downtown - The north ends of Main Street and Railroad Avenue as well as the east end of Lyons at Railroad all need to be reconfigured to enable the project and to be consistent with the future alignment of Dockweiler Road. This results in the following projects:

a. Remove San Fernando Road (Main Street) Diagonal -

Removing this high speed "S" curve serves three important functions: it creates a sizable block of land upon which a major public building and associated retail/office can be placed; it terminates the vista down San Fernando Road with the front doors and tower of that building creating Old Town's new picture postcard view; and as a result, it significantly slows and calms traffic through the heart of downtown, transforming a highway into Main Street. UPDATE: This project has been completed.

b. Reconfigure Lyons Avenue / Railroad Avenue Intersection -

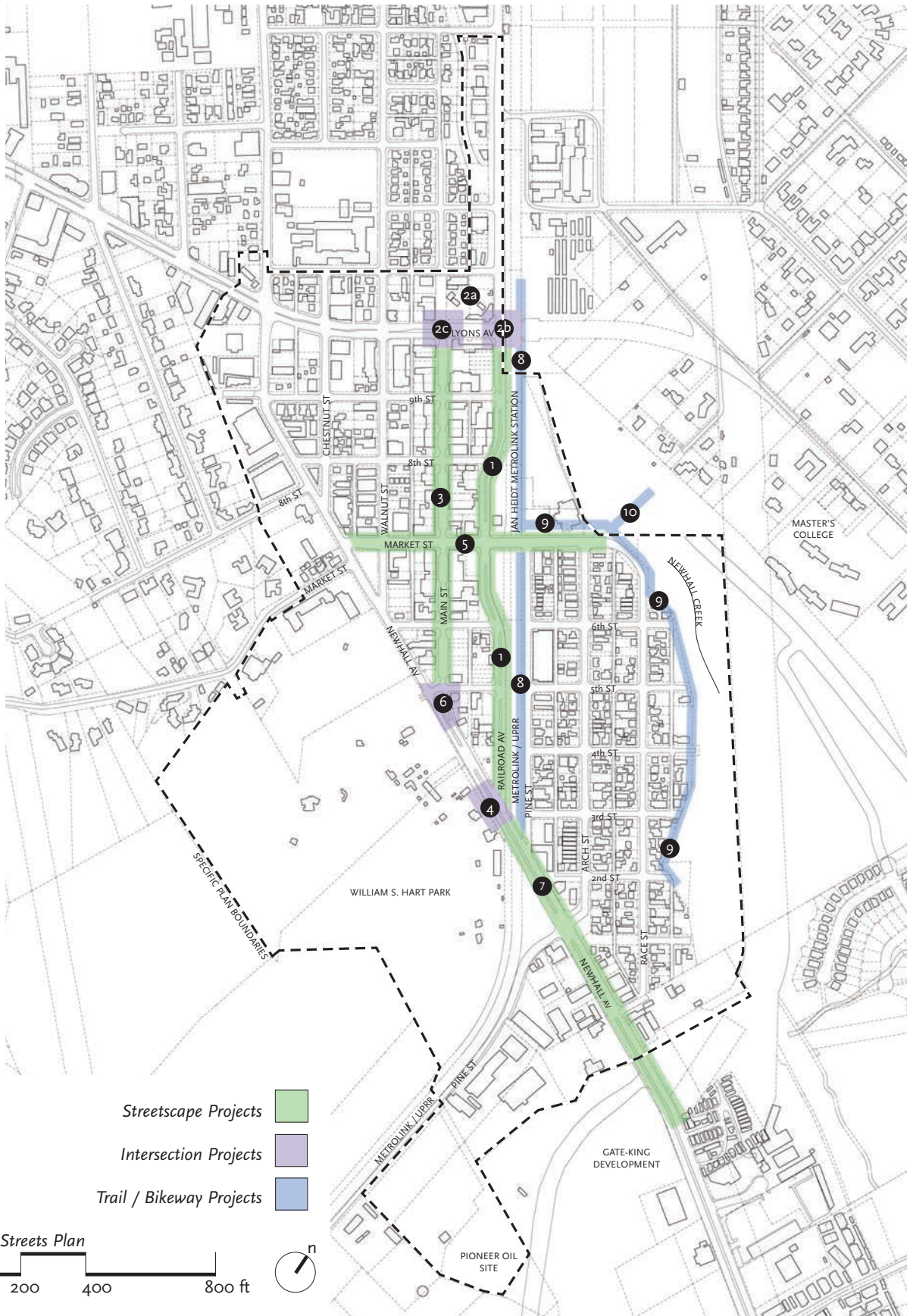
To replace the traffic capacity currently provided by the diagonal portion of the former San Fernando Road, this intersection will be widened to provide additional turn lanes, and to expedite the flow of traffic from San Fernando Road to Railroad Avenue. UPDATE: This project has been completed.

c. Reconfigure Lyons Avenue / San Fernando Road (Main Street) Intersection -

This intersection will be reconfigured as a ordinary "T" intersection, with curb extensions, crosswalks on all legs, median refuges and curb radii as small as is feasible, to ease the difficulty of crossing Lyons Avenue on foot from the downtown to the neighborhood and public building to the north. This signal, and all other signals in the Specific Plan area, will be equipped with pedestrian countdown signals to improve safety. UPDATE: This project has been completed.

3. San Fernando Road (Main Street) Streetscape Improvements

The street will be converted to a two-lane Main Street, with back-in/head-out angle parking on both sides; curb extensions at all corners to reduce pedestrian crossing distances; new paving materials, pedestrian-scale light fixtures, street furniture and new trees (as described in the Landscape section); and mid-block crosswalks in the three central blocks. Of particular interest is the feature of back-in/head-out angle parking. This is an enhancement for both motorist and pedestrian alike in that it serves to make parking easier, calm traffic and significantly improve safety for pedestrians and cyclists due to improved sight distance and visibility. [1] A four-way stop replaces the traffic signal at the intersection of Main Street



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and Market Street. Driveways along the street will be closed and off-street parking accessed from the alleys, allowing the creation of more on-street parking, and reducing traffic hazards for strolling shoppers. UPDATE: This project has been completed.

4. Reconfigure Main Street / Newhall Avenue Intersection - This intersection will be reshaped to ease the flow of traffic from Main Street to Newhall Avenue. For traffic heading north on Newhall Avenue, the left lane will continue straight onto Newhall, eliminating the current wait for a left-turn signal phase. The right lane will be directed onto Main Street. Similarly, southbound traffic on Newhall will be able to continue straight south onto Newhall Avenue, eliminating the current right-hand turn for this movement. Both halves of this intersection (Main Street/Fifth Street and Newhall/Fifth Street) will be operated as a single coordinated signal. The western leg of this intersection will be a new entry into William S. Hart Park, reconnecting the park to downtown with a convenient, signalized crossing (for both drivers and pedestrians). UPDATE: This project has been completed.

5. Market Street Streetscape Improvements - From Race Street to Newhall Avenue, this project will include new curb extensions, paving materials, pedestrian-scale light fixtures, street furniture and new trees (as described in the Landscape section), unifying the route from the community center on the east to the new Veterans Historic Plaza on the west. Because this street is physically at the center of Main Street and activity and so forth, special attention should be given to relocating overhead utilities below ground.

6. Reconfigure Newhall Avenue / Railroad Avenue Intersection - Minor changes to this intersection may be required to accommodate the restriping of Railroad Avenue to four lanes with a median.

7. Newhall Avenue from Railroad Avenue south to Plan Boundary - A minimum 5' width sidewalk, buffered from traffic by a landscape strip planted with shade trees, will replace the existing patchwork of discontinuous sidewalks and narrow sidewalks immediately adjacent to the curb. To improve safety, the existing two-way left-turn lane will be replaced by a raised median planted with mature trees, with left-turn pockets at intersections. On-street bicycle lanes will be added. South of the railroad tracks, the roadway is planned to be widened to six lanes: these improvements will require an ultimate right-of-way width of 114', rather than current 100'.

8. Bike Path from Pine Street to 13th Street along Railroad Tracks - A paved bicycle and pedestrian path (minimum 8' wide) will be added on the east side of the railroad right-of-way (switching to the west side of the tracks north of 13th Street). This path will link Newhall to the City's existing trail network. This "rail-trail" will require the relocation of the existing fence, to ensure that the trail is separated from the tracks by an effective barrier.

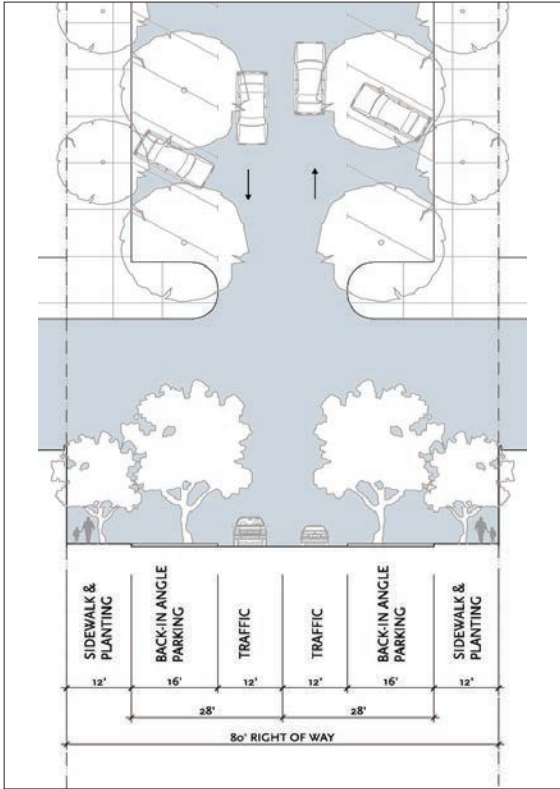
9. Creekside Bike / Pedestrian Path - A paved bicycle and pedestrian path will follow the creek, providing a quiet route which joins the neighborhood to Creekside Park, the train station and the City's wider pathway system.

10. New Bridge for Equestrian / Pedestrian Trail - This new bridge over the creek will provide an all-weather connection for the existing equestrian and pedestrian trail from The Masters' College to Market Street, providing students with easy access to Downtown.

Timing of Improvements - The numbering above refers to the general sequence of improvements over the life of the Specific Plan. Chapter 3, Implementation, proposes more detailed sequencing of the above overall improvement projects. Detailed implementation of each of the twelve street improvements depends upon the needs at the particular time, the available resources and the ability to mitigate the needs through the improvement itself or other measures.

[1] Nelson \ Nygaard Associates 2004

Main Street (5th Street - Lyons Avenue)



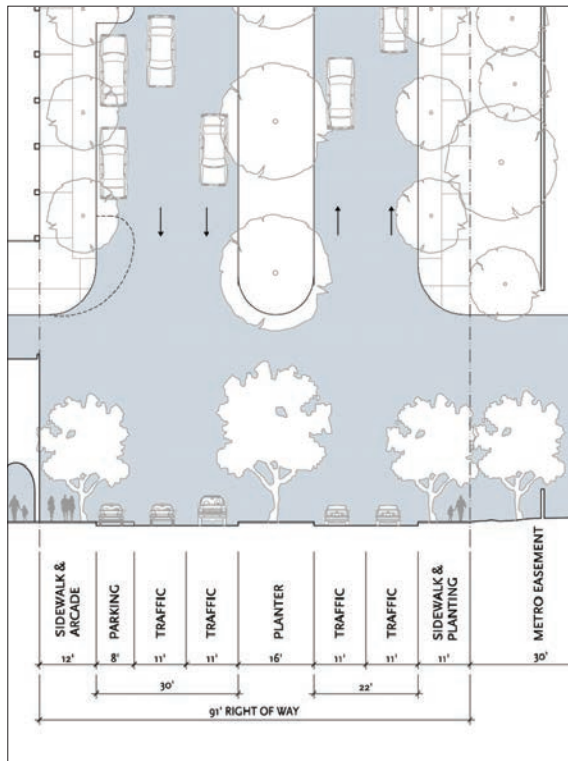
Plan / Section Diagram



Illustrative Photo

- MOVEMENT.....Slow
- DESIGN SPEED.....25 mph
- CROSSING TIME5 seconds
- ROW WIDTH80'
- TRAFFIC LANES2, 1 each direction
- PARKINGboth sides (diagonal)
- CURB TYPE.....vertical
- CURB RADIUS.....15-25'
- SIDEWALK WIDTH12'
- PLANTER WIDTH.....3'
- PLANTER TYPE.....squares at face of curb at 30'-40' o.c.
- PLANTING.....trees
- TREE SPECIESsee page 50 (Street Tree Plan)

Railroad Avenue (4th Street - Lyons Avenue)



Plan / Section Diagram

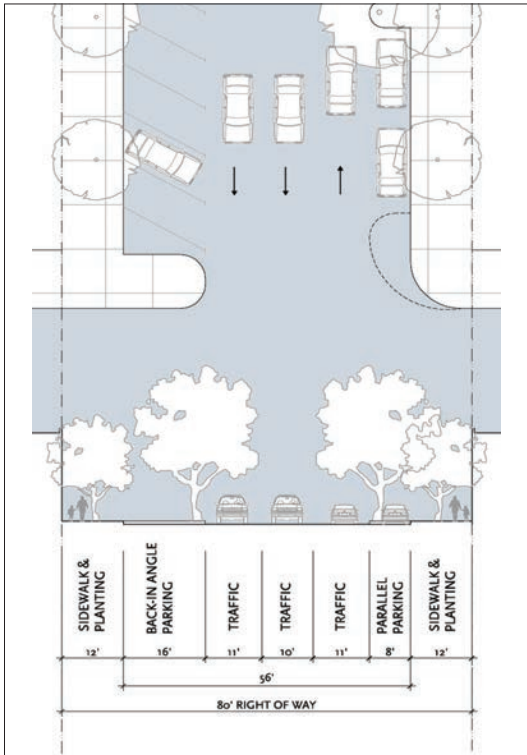


Illustrative Photo

- MOVEMENT.....Free
- DESIGN SPEED.....35 mph
- CROSSING TIME14 seconds
- ROW WIDTH91'
- TRAFFIC LANES4, 2 each direction
- PARKINGwest side (parallel)
- CURB TYPE.....vertical
- CURB RADIUS.....15-25'
- SIDEWALK WIDTHw: 12' e: 11'
- PLANTER WIDTH.....4'
- PLANTER TYPE.....squares at face of curb at 30'-40' o.c.: west side planting strip: east side
- PLANTING.....trees
- TREE SPECIESsee page 50 (Street Tree Plan)

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Market Street (Newhall Avenue to Arch Street)



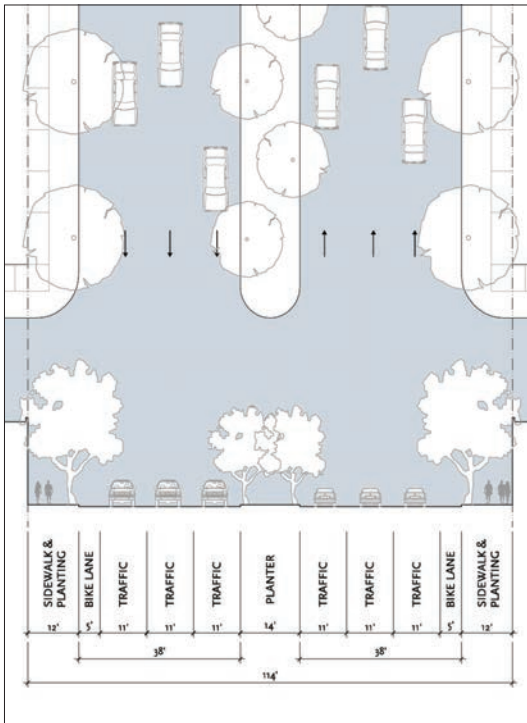
Plan / Section Diagram



Illustrative Photo

- MOVEMENT.....Slow
- DESIGN SPEED.....25 mph
- CROSSING TIME7 seconds
- ROW WIDTH80'
- TRAFFIC LANES3, 2 each direction, 1 center turn lane
- PARKINGboth sides (mixed)
- CURB TYPEvertical
- CURB RADIUS.....15-25'
- SIDEWALK WIDTH12'
- PLANTER WIDTH.....5'
- PLANTER TYPE.....squares at face of curb at 30'-40' o.c.
- PLANTING.....trees
- TREE SPECIESsee page 50 (Street Tree Plan)

Newhall Avenue (Pine Street to railroad tracks)



Plan / Section Diagram



Illustrative Photo

- MOVEMENT.....Free
- DESIGN SPEED.....35 mph
- CROSSING TIME18 seconds
- ROW WIDTH114'
- TRAFFIC LANES6, 3 each direction
- PARKINGnone
- CURB TYPEvertical
- CURB RADIUS.....15-25'
- SIDEWALK WIDTH5'
- PLANTER WIDTH.....7'
- PLANTER TYPE.....planter strip
- PLANTING.....trees
- TREE SPECIESsee page 50 (Street Tree Plan)

B. Parking

To achieve these savings on parking demand and to spark redevelopment, a six-step parking and transportation strategy is proposed. This strategy proceeds in order from low cost, readily implementable measures to much higher-cost measures (specifically parking garages) that will take more time and money to finance, design and construct. If redevelopment proceeds rapidly, however, then many of the following steps should be pursued simultaneously. The strategy is modeled after the successful precedents of downtown Boulder, Colorado, and Old Pasadena (both described in *Technical Memorandum #1, Peer Review of Parking and Transportation*) and other thriving mixed-use centers.

Step 1 - Establish a Transportation Improvement District for Newhall, giving Newhall the ability to create efficient, carefully located public parking, to raise parking revenues, and to fund additional public improvements within the district.

Step 2 - Abolish minimum parking requirements, removing an impediment that has seriously hindered redevelopment.

Step 3 - Make better use of the parking lots and vacant lots that already exist in Newhall, using the mechanism of the Transportation Improvement District to purchase or lease these lots and convert them into public parking areas, which can be efficiently shared and managed, forming the kind of Park Once District described earlier.

Step 4 - Put customers first, by using enforcement and education to make sure that the best and most convenient parking spaces are set aside for customers.

Step 5 - Implement an array of transportation demand management benefits, again using the mechanism of the Transportation Improvement District, to provide every employee in the district with a set of rewards and benefits for leaving his car at home. These benefits will be provided not by a mandatory ordinance imposed on employers, but provided by the district in order to reduce parking demand and traffic congestion. The principle here is to fund only those demand reduction measures which can be demonstrated to reduce parking demand for less than the cost of building new parking structure spaces.

Step 6 - Build public parking garages, which while costly, will almost certainly be necessary to meet demand once all of the quicker, lower-cost measures have been exhausted.

The parking situation for Old Town Newhall is summarized below in terms of existing and proposed supply of on- and off-street parking.



The Present: Conventional Single-Use Parking Standards



The Desired Future: Shared, Park Once Standards and Policies



Parking signage



Parking signage

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Parking signage



Santa Clarita Transit

PARKING SUMMARY - URBAN CENTER

	Existing Parking	Proposed Parking
On-street		
Main Street	115	161
Side Streets	110	238
Sub Total Main and Side Streets	225	399
Railroad Avenue	180	90
Total On-street Parking:	405	489
Off-street		
East side of Main Street	115 (est. max.)	0
West side of Main Street	158 (est. max.)	0
Sub total Main Street	273 (est. max.)	0
Hart Park (along Newhall Avenue edge)	0	140
Park-once Garages	0	800
Total Off-street Parking	273	940
TOTAL ON- AND OFF- STREET PARKING	678	1429

The following paragraphs describe the six step parking and transportation strategy in more detail:

1. Form a Transportation Improvement District - Parking must be managed as a public utility, just like streets and sewers, with public parking provided in strategically placed municipal lots and garages. Parking should not be dedicated to a single building or use but rather shared between nearby uses. A District, with authority to determine parking rates, collect parking revenue, and to allocate parking revenues, is essential for this purpose. The District should be able to allocate parking revenues for a wide range of improvements in Newhall, including parking construction and operations, streetscape improvements; transit, bicycle and pedestrian improvements, transportation demand management programs, and other programs to benefit downtown, such as security, street cleaning, and marketing. It is important to note that the transportation demand management programs would provide a menu of benefits for employees who voluntarily choose not to drive, rather than being, like some programs, a mandatory ordinance imposed upon employers.

2. Abolish minimum parking requirements and establish a market for parking - Developers should be allowed to build as much or as little parking as they choose, subject to design standards. This is a critical step to make it physically possible and financially feasible to redevelop Newhall as a compact, lively and pedestrian friendly District. If they choose to build little or no on-site parking, they must be able to purchase permits for public lots from the District for resale to their tenants' employees. Whether parking is built on-site or rented in public lots, each development's conditions of approval must require that parking costs are "unbundled" from the cost to buy or lease building space: that is, parking spaces are required to be sold or rented at

full cost, as a separately charged item, so that building tenants can buy or rent as much or as little parking as they choose. Conditions of approval must also require that building tenants make the true costs of parking visible to their employees: tenants must either charge their employees full market-rate for parking, or if they choose to offer employees free parking, then they must also offer employees the option of taking the cash value of the parking space instead.

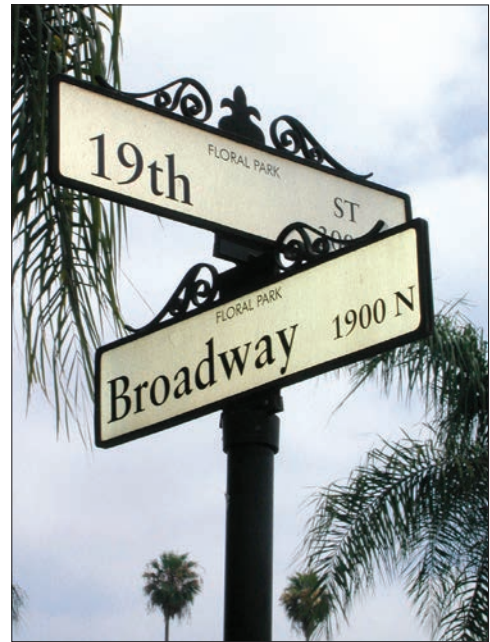
Park-and-ride commuters, no less than any other users, must be required to pay for the cost of the parking that they use, with parking charges phased in over time as the District develops. If a transit-oriented development attempts to simply replace existing surface park-and-ride lots with parking garages, which are then given away free to commuters, its prospects of being financially feasible become remote indeed: the high costs of garages which generate no revenue can rarely be borne.

3. Make better use of existing parking areas and vacant lots - The Transportation Improvement District should purchase or lease existing surface parking areas and vacant lots, for two purposes: in the short to medium-term, these lots will provide parking for the district; and in the long term, these parking areas can be transformed into parking structures, or desired civic buildings. By making strategic purchases now, the City can secure the pieces of ground that are crucial for the future success of the plan. In addition, converting private parking areas and vacant lots to public parking will allow the existing parking to be shared and used much more efficiently.

4. Put customers first - Always available, convenient, on-street customer parking is of primary importance for ground level retail to succeed. The Transportation Improvement District, which will have the authority to operate and enforce both on street parking and public parking lots, has a critical role to play in ensuring that short-term parking is readily available. Short-term parking that is strictly enforced creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. Business owners and their employees (and park-and-ride commuters) must therefore relinquish the best spaces to customers, and park instead in upper garage floors (if they are willing to bear the cost) or in all-day spots at the periphery, where spaces can be less expensively provided. As downtown grows, thrives and transitions from free to paid parking, parking prices and validated parking programs must be set to reward short-term, sales-tax generating customer trips (e.g. free parking for the first 30 minutes), while discouraging long-term employee parking in the best spots.



Shared parking behind buildings and on-street spaces form a positive streetscape



Street signage

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Priority	Type of parking
Most convenient spaces for customers	2-hour on-street parking near retail destinations
	3-hour parking in mid-block parking lots
Least convenient for employees & park-and-ride commuters	All day parking on upper garage floors or the periphery



Individual parking lots disrupt the neighborhood fabric and reduce possibilities

5. Implement full package of transportation demand management strategies - As described on the following page, providing employees with incentives to leave their cars at home can be substantially cheaper than the typical \$125 per month cost to build and operate a new parking structure space. More than 1000 employees can be expected to work in the future District at build-out, so that demand management strategies serving them (and to some extent, shoppers and residents as well) can create substantial savings on parking construction costs. Here as well, the Transportation Improvement District should play an important role in implementing, funding and operating these programs, providing buying power and economies of scale for the many small employers in the district.



Garage Liners as opportunity

6. Build public parking garages - In the short to medium-term, surface parking, on street parking, and transportation demand management will be able to provide for the parking needs of downtown. For the long term, however, new parking structures will almost certainly be needed in the plan sites to propose structures at key central locations. If no minimum parking requirements are imposed on new development, then how can these new structures be funded? The answer is to use a mix of funding sources. As in Boulder and Old Pasadena, the primary source of funds will be parking revenues: developers needing parking for new buildings will sign leases with the Transportation Improvement District (e.g., for 100 spaces) and will then sublease the spaces to their tenants. Individuals, whether individual employees, park-and-ride commuters or residents, will also be able to lease monthly spaces. In the short term, customer parking will likely need to be free or highly subsidized. In addition to using on-street spaces for this need, additional funding sources, such as Tax Increment Financing, can be used to fund customer parking within the garages.



Put customers first

CHAPTER 3 : IMPLEMENTATION

STRATEGY TO ACHIEVE REVITALIZATION

3.1 - Introduction

This chapter identifies and describes how implementation of the Specific Plan is addressed through: a) An Economic Strategy, b) Plan-Wide Policies, c) a Phasing Strategy, and d) an Infrastructure Strategy. Here, the scope for each of the policies, initiatives, and projects is described and quantified.

The plan calls for several capital projects to support and enable revitalization. These projects range from street improvements and civic buildings to infrastructure relocations and improvements. The majority of these projects and Specific Plan elements will be funded through private investment. However, there are several initiatives that require entire or partial public funding. Some of these public initiatives are necessary early in the process to stimulate private sector investment. Each implementation item is described as to its purpose, its extent and general sequencing.

Economic Assumptions and Strategy - The costs for land used in this Specific Plan are based on an examination of recent transactions in the downtown plan area which show commercial land selling for approximately \$35 per square foot, and residential and multi-family residential land selling for approximately \$18 per square foot. [1] These values can be expected to increase over time. The point of this analysis is to present a gross estimate of total capital costs required to implement specific plan development elements. Additional, more dynamic, financial analysis needs to be undertaken on a project-by-project basis.

Assuming a net new tax increment of \$10.8 million, the Redevelopment Agency would retain approximately \$1 million per year in net new property assessed valuation receipts. If the City of Santa Clarita were able to contribute its portion of net new tax increment that is generated by these new projects, that would add an additional \$1 million per year. This net new increment would yield approximately \$1.08 million in total annual receipts that would be able to support public improvements within Old Town Newhall. Depending on market factors ranging from interest rates to credit rating, this amount may be able to support between \$8.7 to \$10.8 million in public capital improvements in the Specific Plan area. It is important to remember that there may be additional resources that can be generated because the redevelopment project area is larger than the specific plan area, and may be possible to redirect growth in tax increment from throughout the redevelopment project area towards making improvements in Old Town Newhall. The Redevelopment Agency should undertake a more detailed and dynamic redevelopment financing plan for each individual project, as well as the overall concept and strategy described in the Specific Plan, prior to committing to any individual project.

Beyond the Redevelopment Agency, there are additional sources of revenue that may be applied to stimulate private investment. There is the option for the City of Santa Clarita to pledge a portion of its 8% General Fund Portion of new tax increment within the Specific Plan area. It is important to look beyond local government controlled sources to help fund public improvements within the project area with techniques such as a business improvement (B.I.D.) or transportation improvement (T.I.D.) district to fund streetscape maintenance. Other opportunities exist to find access to state and federal programs as they evolve over time to partner with the City to assist in the production of affordable housing efforts. Last, in order to implement the civic initiatives, the City and its partners will need to reach out to foundations, non-profits, and community development corporations for fund raising, philanthropy, and non-profit development.

Adjustments to this strategy are inevitable and subject to the needs and priorities of the community over time. To this end, this chapter should be reevaluated annually with the corresponding changes made accordingly.

3.2 - Plan-wide Policies

A. Development Code

The Specific Plan is activated by a progressive tool known as a "Form-Based Development Code." This Code differs from current zoning codes in that, while it fully addresses the issues of use and development parameters, it does so in a way that is intentional toward producing a particular physical environment for each of the 'places' in the Plan. This type of code addresses a variety of subjects to generate buildings that add up to coherent blocks and ultimately whole streets of desirable development. The 5 types of zoning proposed, reflect a clear distinction between each of the anticipated environments and their constituent physical ingredients. This type of 'regulatory geography' accounts for real, physical conditions that ultimately manifest themselves into corresponding development and land use patterns. Additionally, the contents of this code are reflective of the urban design objectives for each place in the downtown area. With a form-based code in place, development and activity in the Plan area are expected to: a) be clearly anticipated, b) be reflective of specific and identifiable desired outcomes and, c) provide the community with understandable, implementable and fully-coordinated provisions for revitalization. Such a code is paramount to achieving results that are calibrated to the locale instead of a conventional model that does not recognize where it is being used.

[1] Source: Economics Research Associates, 2004

CHAPTER 3 : IMPLEMENTATION

STRATEGY TO ACHIEVE REVITALIZATION

B. Land Assembly / Redevelopment Authority (Specific Plan area)

In order to enable some of the development opportunities, it may become necessary to assist revitalization by assembling, or helping to assemble, contiguous parcels for creation of larger sites, consistent with the subdivision requirements of this Specific Plan. The architectural types identified for the Specific Plan area allow implementation at various widths of property and intensities. Nonetheless, there will be situations where a particular type such as Courtyard Housing may be more effective in a given situation than say, a Rowhouse or Sideyard Housing. In such a case, it would likely be necessary to assemble two or more properties to gain at least 100 feet of property width to execute the desired project. The use of this measure is to occur on a very limited 'case by case' basis in response to development proposals and ideas over time. As stated earlier, the Redevelopment Agency currently does not have the authority with which to purchase residential property for such purposes. It is important to note that the use of this type of authority is only seen as a last resort toward enabling a particularly beneficial revitalization proposal and not as some routine type of tool. As such, a policy that is critical to the long-term success of Old Town Newhall is one that provides such authority, with the appropriate provisions for testing the need for specific action.

C. Preservation

The benefits of preserving Newhall's historic and cultural resources are fiscally immeasurable. However, the intangible benefits of such an effort will positively affect perception about Newhall by instructing the community and others that this is a place which is building upon its heritage. This is in contrast to places where the latest fad replaces rich heritage, trivializing both in the process. The Santa Clarita Valley Historical Society is very active and needs to continue its vigilant efforts toward preservation and stewardship of important cultural resources. The Specific Plan's objectives, standards and guidelines provide the necessary support with which to carry out responsible and effective preservation and adaptive reuse of cultural resources. This is further supported by the information and conclusions contained in the Historic Resources survey conducted in 2004/2005 for this Specific Plan.

D. Affordable Housing

Care must be taken to assess the impact of new housing development in the Plan area. New development within the plan area obligates the Redevelopment Agency to ensure the development of the necessary low/moderate affordable income dwellings. Participation by the Agency in the planning, development, or financing of new housing increases the percentage of affordable income dwellings required. To address this component of the plan, the implementation section of this chapter will need to establish programs to produce affordable housing, including a range of opportunities for all income levels, incentives and requirements to preserve and increase the affordable rental stock, and, to address the potential displacement of low and moderate income residents due to acquisition of blighted dwellings.

E. Circulation, Transportation and Parking

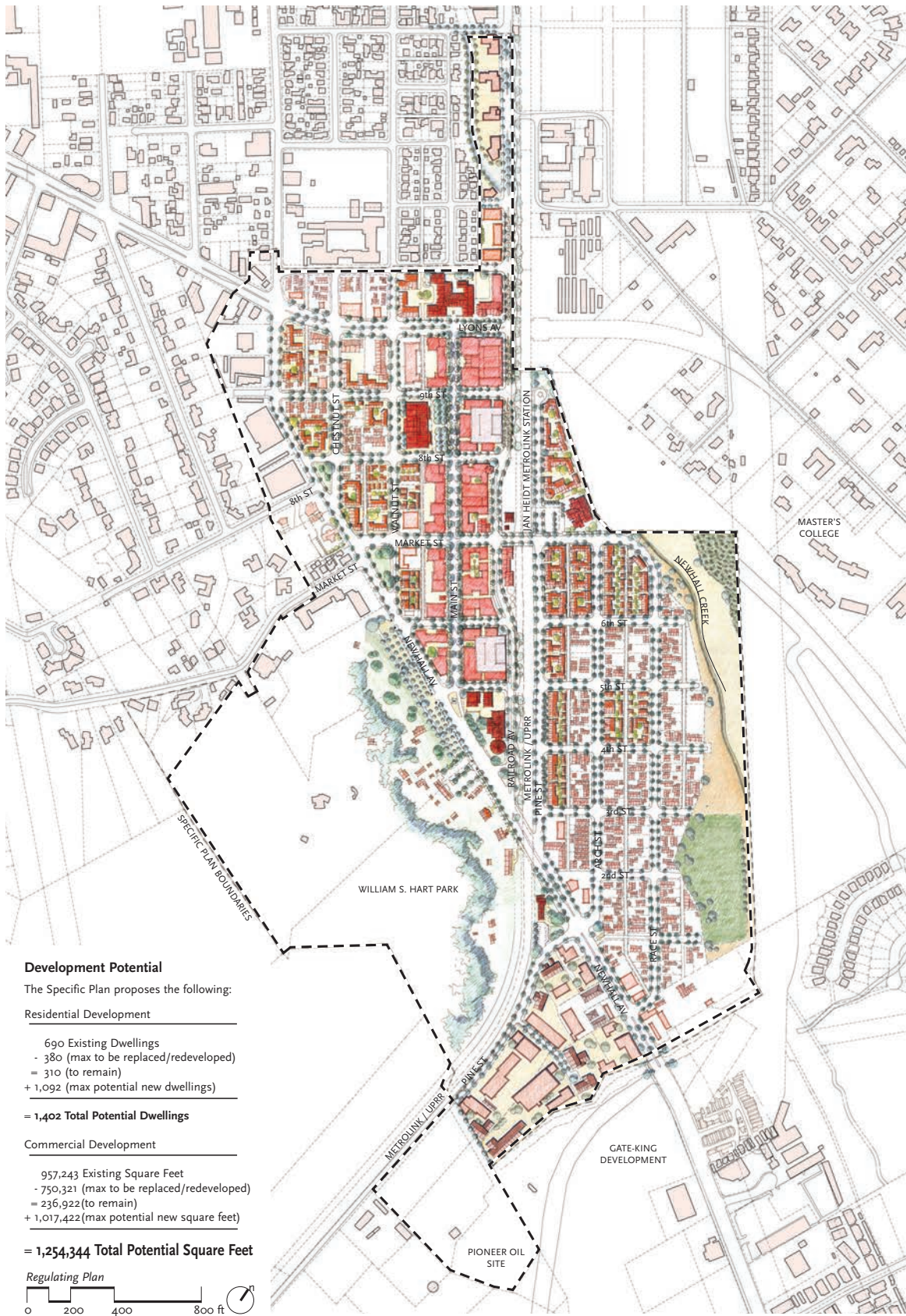
It is important to establish that automobiles have a role that must be balanced with the role of people in and through Old Town Newhall for long-term success. While the Specific Plan appropriately provides for the automobile's access, storage and circulation, it does so while maintaining a desirable environment for people. This section along with the requirements in Chapter 2 (street sections) addresses the above by providing the components and measures aimed at producing the desired environment, reducing parking-demand, managing parking and providing for adequate circulation and access. The proposed initiatives and measures are prioritized so that the City can implement them, over time, according to the availability of funding and the needs at the particular time.

3.3 - Phasing Strategy

The information on the following pages sets forth the overall strategic deployment of the 93 individual measures and projects in the Specific Plan to revitalize Old Town Newhall. This is proposed in two parts:

- a) Initiating Revitalization - those initiatives and efforts that will stimulate private sector investment early in this Plan's life and,
- b) Long-term Implementation - the entire catalog of 93 individual implementation items that will ultimately be required to carry out every aspect and detail of this Specific Plan over its anticipated 20-year life expectancy. To this end, a general sequencing of the implementation items is indicated by the order in which they appear within each phase. Many implementation measures will occur simultaneously and appear in sequence for organizational purposes. For example, in Phase 1, the first item shown is East Newhall. This is per the result of outreach for this project which shows this item spanning the life of the Specific Plan. Simultaneously, physical improvements are being made to the streets (reconfiguration, utilities, stormwater management, etc.) and a parking garage is to be built.

Adjustments to this strategy are inevitable and subject to the needs and priorities of the community over time. This component of the Specific Plan should be reevaluated annually with any corresponding changes made accordingly.



Development Potential

The Specific Plan proposes the following:

Residential Development

690 Existing Dwellings
 - 380 (max to be replaced/redeveloped)
 = 310 (to remain)
 + 1,092 (max potential new dwellings)

= 1,402 Total Potential Dwellings

Commercial Development

957,243 Existing Square Feet
 - 750,321 (max to be replaced/redeveloped)
 = 236,922 (to remain)
 + 1,017,422 (max potential new square feet)

= 1,254,344 Total Potential Square Feet



CHAPTER 3 : IMPLEMENTATION

INITIATING REVITALIZATION

Intent

In preparing this Specific Plan, it was learned through talking with public officials and people from other communities, that their successful revitalization efforts were the result of the City actively pursuing the plan. Typically, the City or Redevelopment Agency led the way in helping the private sector to realize the opportunities for investment. This Plan uses this approach in helping the community of Santa Clarita realize the desired outcomes for Old Town Newhall.

First Steps

The first five years of implementation are anticipated to produce up to 200,000 square feet of new or redeveloped commercial square feet and approximately 150 to 300 dwellings. Currently, there are not sufficient funds available in the Redevelopment Tax Increment Fund for serious implementation. Upon adoption of the Specific Plan, it is proposed by this Chapter that the City of Santa Clarita Redevelopment Agency and/or the City take the following first steps, in the order shown, to initiate revitalization according to this plan:

Upon Adoption of Specific Plan

1 RFP 1 for Development of Initial Park-Once Garage and Liner

Prepare a Request for Proposals and solicit the RFP to qualified developers for the purpose of implementing the first of the two public garages and liners in the Plan. Either of the two garages can be developed first and will have the net effect of signaling to the community that this project is in fact a serious effort and significantly underway. This will be accomplished by the garage producing or enabling the following during the course of the first phase:

- 400 parking spaces
- up to 200,000 square feet of retail/office/restaurant space
- up to 50 studio/loft dwellings over commercial space as liners to the garages
- +/- \$28.7 million in new assessed valuation
- +/- \$687 thousand in new property tax
- +/- \$412.3 thousand in new tax-increment (\$137 thousand for housing set aside)

2 Promote Private Sector interest in entire Specific Plan area

The Redevelopment Agency is to engage the private sector in bringing investment to anywhere in the Plan area. However, priority should be on development along Main Street to help revitalize the environment in a significant manner. Because the Redevelopment Agency does not own these properties, care needs to be taken to ensure that proper communication is established with current owners and tenants about this program and how it can assist the private sector.

3 Prepare Municipal Bond for Specific Public Improvements

Proceed with preparing a municipal bond-issue for the amount equal to the capital costs (budget). This will fund the necessary public improvements in phase 1:

- parking garage
- restriping of Railroad Avenue from 2 to 4 lanes (and associated transitions)
- reconfiguration of Lyons and Main and, Lyons and Railroad Avenue
- Main Street streetscape improvements

4 Approve Public Improvement Construction Documents for Phase 1

Authorize the Engineering department to solicit bids from qualified contractors for the purpose of installing the Railroad Avenue improvements and the Main Street streetscape improvements. As part of the contract for preparing this Specific Plan, the consultant team is ready to prepare the construction documents for the Main Street streetscape improvements and deliver a bid-set to the City for bidding purposes. These documents are not yet prepared because the public process is not yet complete. The consultant team is not currently under contract to prepare the Railroad Avenue improvement plans or any plans beyond the Main Street project. Approving the public improvement construction documents - upon preparation of course - will result in:

- identifying a precise budget for the projects
- selecting a contractor to execute the project(s)
- installing the improvements to motivate private sector investment

5 RFP 2 for Development of TOD Housing at Metrolink

Work with the Metropolitan Transit Authority and Metrolink to pursue the development of transit-oriented housing as identified in the Specific Plan. The City of Santa Clarita Redevelopment Agency, either as a partner in facilitating this project or as a limited investment partner should initiate this effort to signal that the Specific Plan is ready to execute and realize the desired outcomes. Pursuing this project will result in the following:

- up to 100 transit-oriented dwellings over parking in place of the 4.3 ac parking lot
- initiation of significant new housing opportunities in Old Town Newhall
- +/- \$57.4 million in new assessed valuation
- +/- \$575 thousand in new property tax
- +/- \$506 thousand in new tax-increment (\$115 thousand for housing set aside)

Within 1st month

TASKS

- Work with affected Property Owners
- Council/RDA to authorize RFP
- Prepare RFP
- Compile List of Qualified/Interested Developers
- Distribute RFP

Within 3 months

TASKS

- Conduct Pre-Proposal Conference
- Receive Proposals
- Interview and Select 1-3 finalists
- Present to Council/RDA/Owners for direction
- Selected developer/proposal (winner)

TASKS

- Continue, renew and establish communication with owners, merchants and residents about the potential allowed by the Specific Plan

TASKS

- Update on private sector activity
- Update on Main Street Plans/Schedule by the Specific Plan

TASKS

- RDA to consult bond counsel on structuring/preparing bond
- Report to Council/RDA for direction

TASKS

- Hire bond counsel to prepare bond
- Bond-preparation

TASKS

- Consultant team to prepare 50% Schematic Drawings (SD) for review by City using adopted Specific Plan, EIR and all applicable conditions of approval

TASKS

- SD 50% reviewed by City
- SD 100% prepared and reviewed
- SD cost-estimate prepared/reviewed
- DD 50% Design Development (DD) prepared for review by City

TASKS

- RDA to engage the MTA and Metrolink to implement block 17 in Specific Plan to stimulate private sector response
- Report to Council/RDA for direction
- RDA to facilitate partnership between private sector and MTA

TASKS

- MTA to structure and distribute RFP
- Conduct Pre-Proposal Conference
- Receive Proposals
- Interview and Select 1-3 finalists
- Selected developer/proposal (winner)
- MTA to authorize selection

CHAPTER 3 : IMPLEMENTATION

INITIATING REVITALIZATION

FUNDING SOURCES

The individual implementation items in this Chapter will use a variety and combination of funding sources. The following are available with an emphasis on the private sector:

- Private Sector
 - Public Sector
- Economic Devt Agency, Community Devt Block Grants, Rule 20 Funds, Other State / Federal grants, Tax-Increment Financing, Municipal Bond(s)

	Within 6 months	Within 1 year	Within 2 years	
1 (CONT'D) RFP 1 for Development of Initial Park-Once Garage and Liner	TASKS	TASKS	TASKS	Comments This project is critical to enabling meaningful revitalization and achieving the desired vision.
	Enter negotiations with winner	Construction Plans approved by City	Developer to complete Park Once garage and Liner for occupancy	
	Winning developer to submit Entitlement Plans for processing	Final adjustments to Financing based on Final development and parking yield		
	Entitlement Plan package approved with conditions of approval	Project ready for execution		
	Developer to begin Construction Plans and submit to City for review	Developer to obtain and execute building permits		
2 (CONT'D) Promote Private Sector interest in entire Specific Plan area	TASKS	TASKS	TASKS	Comments Updates to Old Town Property Owners, merchants, East Newhall and Old Town residents/owners; annual ICSC conference
	Update on Park Once garage and Liner	Update on Park Once garage and Liner	Update on Park Once garage and Liner	
	Update on Bond-Issue	Update on Main Street Plans/Schedule	Update on Main Street Plans/Schedule	
	Update on Main Street Plans/Schedule	Update on Private Sector investment	Update on Private Sector investment	
3 (CONT'D) Prepare Municipal Bond for Specific Public Improvements	TASKS	TASKS	TASKS	Comments Necessary to provide funding source for initial capital investments in first garage, and street work.
	Report to Council/RDA for final review and authorization	Proceeds from Bond-issue available to address capital costs of garage, street reconfiguration work and mainstreet streetscape		
4 (CONT'D) Approve Public Improvement Construction Documents for Phase 1	TASKS	TASKS	TASKS	Comments Plans to include the associated transition-stripping to accommodate circulation between this project and subsequent street projects. Construction work will proceed faster if night work can be done: meet with residents, merchants and owners to develop schedule
	City reviews / comments on 50% DD	Bids received and contractor selected	Contractor to complete all improvements (approx 15-18 months from adoption of Plan)	
	DD 50% and 100% prepared/reviewed DD cost-estimate prepared/reviewed	Contractor hired and authorized to proceed		
	CD 50% and 100% prepared/reviewed Engineer's estimate of probable cost prepared and reviewed	Railroad Avenue restriping to 4 lanes		
	Demolition work, utility undergrounding and improvements			
	Diagonal Parking and 25 mph limit			
5 (CONT'D) RFP 2 for Development of TOD Housing at Metrolink	TASKS	TASKS	TASKS	Comments Project ultimately depends on Park Once garage for Metrolink parking Metrolink parking to be managed in garage to make Old Town customer access to spaces convenient.
	MTA to enter negotiations with winner	Construction Plans approved by City	Developer to complete project for occupancy	
	Winning developer to submit Entitlement Plans to City for processing	MTA authorizes execution of Plans	Occupancy of housing allowed upon completion of Park Once garage	
	Entitlement Plan package approved with conditions of approval	Project ready for execution		
	Developer to obtain and execute building permits			
	Developer to begin Construction Plans and submit to City for review			

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1A 2006-09

Phase 1A identifies 9 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$17,748,633**.

STREET IMPROVEMENTS (SI)

Purpose - To create Main Street as the centerpiece of Old Town Newhall: while maintaining traffic and circulation to and through Old Town

The traffic plans for Old Town Newhall identify a total of twelve street-improvement projects necessary to realize the vision. In phase one, five of these are identified for implementation.

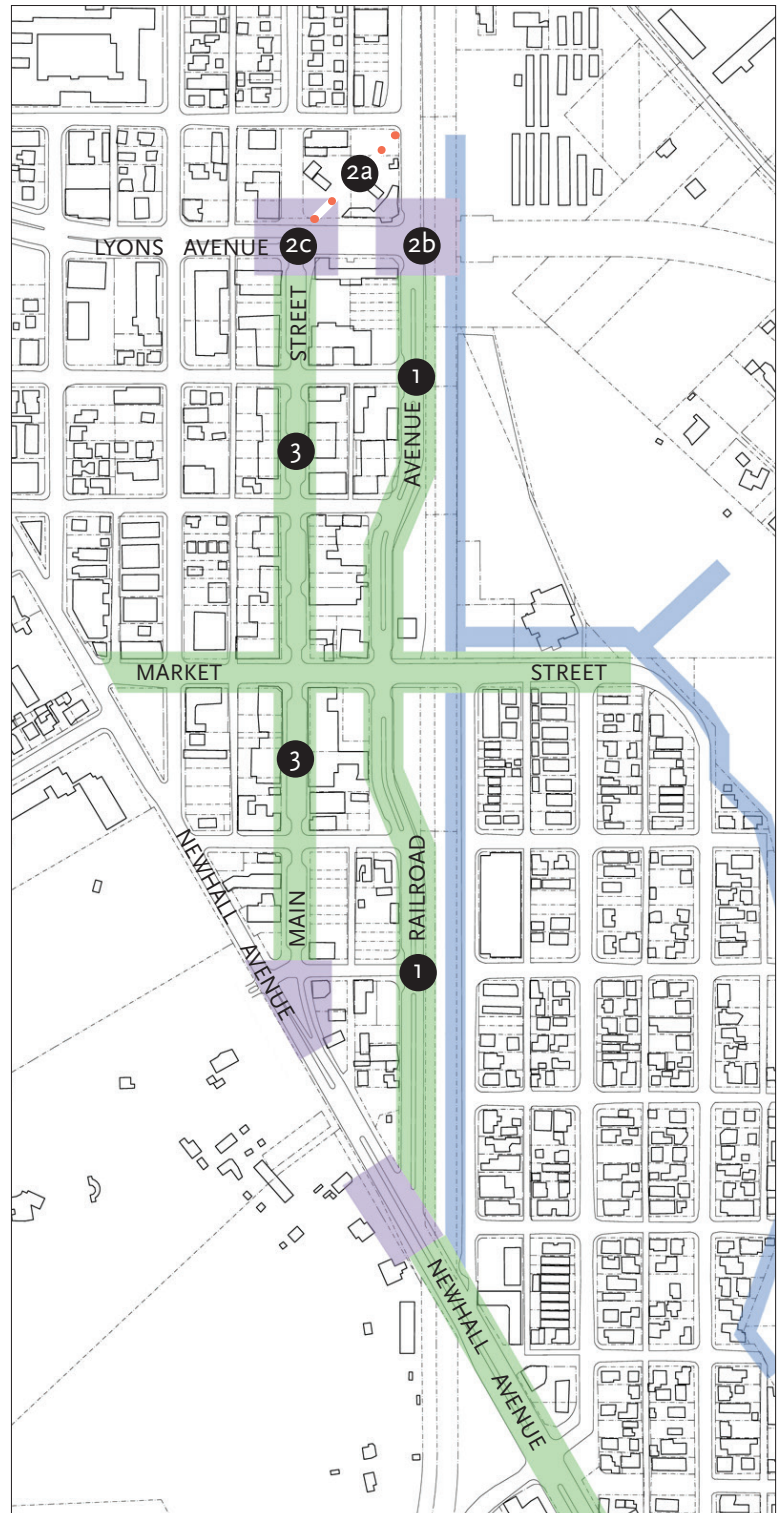
SI-1 Railroad Avenue Re-Striping

To provide the capacity that is needed for future traffic volumes, Railroad Avenue will be re-striped within its existing curbs to provide a four-lane roadway and a future tree-lined central median. At each cross street, breaks in the median for left-turn lanes will maintain accessibility to the downtown area. Parking is removed on the eastern side to make room for the additional traffic lanes, but retained on the western side to serve businesses and provide a buffer for pedestrian. On the western side, the existing six feet from building to curb face is inadequate. An additional six feet in the form of an easement, to produce a 12 foot wide sidewalk, will therefore be required whenever buildings are redeveloped, in order to create a reasonably wide and shopper-friendly streetscape.

\$58,00

SI-2 North Downtown Street Reconfigurations

The following street improvements are needed to compensate for San Fernando Road being transformed into Main Street. This makes it necessary to modify the manner in which the following roadways meet in north Old Town: San Fernando Road (north of Lyons), Railroad Avenue, Main Street and Dockwieler Road at some point in the future. While technically individual projects, each of the three projects



Projects SI-1, 2 and 3 to initiate revitalization

leads toward the overall, required, reconfiguration of the north end of Old Town Newhall.

SI-2b Reconfigure Lyons Avenue/Railroad Avenue Intersection (completed)

To replace the traffic capacity now provided by the diagonal portion of the former San Fernando Road, this intersection will be widened to provide additional turn lanes, and to expedite the flow of traffic from Main Street to Railroad Avenue.

\$1,125,720

SI-2c Reconfigure Lyons Avenue / Main Street Intersection

This intersection will be reconfigured as an ordinary "T" intersection, with curb extensions, crosswalks on all legs, median refuges and curb radii as small as is feasible, to ease the difficulty of crossing Lyons Avenue on foot from the Old Town to the neighborhood and public building to the north. This signal, and all other signals in the Specific Plan area, will be equipped with pedestrian countdown signals to improve safety. UPDATE: Project complete.

\$1,586,520

SI-3 Main Street Streetscape from Lyons Avenue to 5th St

Convert the four lanes into two-lanes; with back-in/head-out angle parking on both sides; curb extensions at all corners; new paving materials, pedestrian-scale light fixtures, street furniture and new trees; and mid-block crosswalks in the three central blocks; replace the traffic signal at the intersection of Main and Market with a four-way stop; and close driveways on the Main Street to make more on-street parking.

Improvements to the public realm are considered as a critical priority in the redevelopment strategy. The creation of an amenity-rich public space and streetscape will be supportive of existing activities and helpful in establishing the conditions necessary for long-term implementation of the plan.

Improvements to the public realm are considered as a critical priority in the redevelopment strategy. The creation of an amenity-rich public space and streetscape will be supportive of existing activities and helpful in establishing the conditions necessary for long-term implementation of the plan.

Typically public improvements of this type are financed

via redevelopment. However, in this case the City and the Redevelopment agency may need to co-finance the project in early years due to the lack of existing tax increment. The creation of public improvements generates positive externalities that can serve to increase the assessed valuations of adjacent properties and can serve as a basis for agency investment. The creation of appropriate public improvements is a necessary precondition for future redevelopment within the district.

\$11,278,826

SI-6 Reconfigure Main Street / Newhall Avenue Intersection

This intersection will be reshaped to ease the flow of traffic to Newhall Avenue. For traffic heading north on Newhall Avenue, the left lane will proceed straight onto Newhall, eliminating the current wait for a left-turn signal phase. The right lane will be directed onto Main Street. Similarly, southbound traffic on Newhall will be able to continue onto Newhall Avenue, eliminating the current right-hand turn for this movement. Both halves of this intersection (Main Street/Fifth Street and Newhall/Fifth Street) will be operated as a single coordinated signal. The western leg of this intersection will be a new entry into William S. Hart Park, reconnecting the park to downtown with a convenient, signalized crossing (for both drivers and pedestrians). UPDATE: A new roundabout opened in 2014 that addressed this issue.

\$2,245,092



SI-3 - Main Street streetscape looking toward Market Street

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1A 2006-09

RELOCATION OF UTILITIES (RU)

Purpose - To relocate overhead utilities in below-grade facilities to eliminate hazards and to improve aesthetics

The following projects are for the identified street segments but need further adjustment for specific connection and location input from the appropriate utility providers.

RU-1 Main Street from Lyons to 2nd

This project involves a total of 5 block frontages and is to be done concurrently with the Main Street Streetscape Improvement Project for efficiency purposes.

\$615,000

UTILITIES (U)

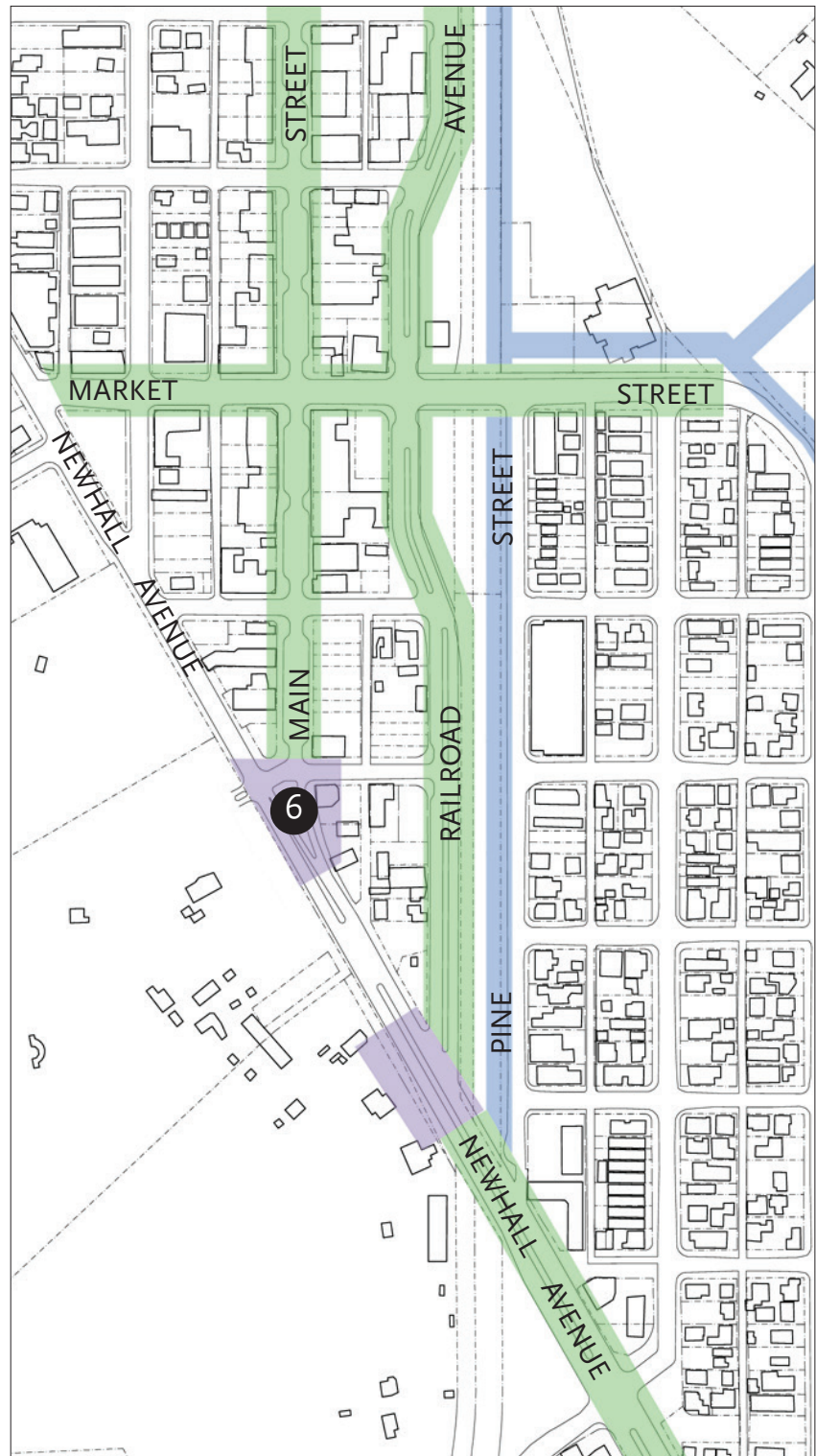
Purpose - To provide the necessary water, sewage disposal, and storm drainage for the Plan

The necessary improvements are to the storm drainage system. The potential improvements to the water system at this time are not expected to be significant and are pending a review and decision by Newhall Water District.

U-1 Water Improvements

Main Street: 10-inch line (2,050 linear feet) from 5th to Lyons Avenue

\$129,150



Projects SI-6



Overhead utilities on Market Street at Pine Street



Overhead utilities at south entry to Old Town Newhall

U-2 Storm Drainage

Both of the following improvements are for the Main Street area and are intended to be done with the Main Street Streetscape Improvement Project for efficiency purposes.

U-2a - Main Street

18-inch line (850 linear feet) from Market Street to 5th Street

\$322,875

U-2b - Main Street

24-inch line (1200 linear feet) from Lyons Avenue to Market Street

\$387,450

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1B 2010-12

Phase 1B identifies 12 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$35,099,580**.



EAST NEWHALL REVITALIZATION (EN)

Purpose - To revitalize this historic neighborhood and provide as positive as possible a situation for its residents and the community

The Newhall Specific Plan is designed to create amenity-rich environments, which will be of benefit to both existing and new community residents. By creating the conditions for an attractive integrated Old Town within walking distance of the East Newhall neighborhood, the value of residential property here can be expected to increase. As the downtown attracts a diversity of users to its commercial and cultural/institutional uses, the desirability and

strategic location of East Newhall will become increasingly apparent to the market. This will result in continued improvements and reinvestment. Over time, new homeownership can be encouraged through focused use of the City's existing programs along with cooperation with private banks and federal mortgage corporations. Such investment can range from the rehabilitation of existing structures to the development of new housing that takes advantage of its proximity to the downtown area and Metrolink.

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To establish clear and consistent communication with the neighborhood that provides its residents with accountability and productive relationships with municipal agencies

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood:

- identify the neighborhood's issues and priorities;
- understand the neighborhood's role and opportunities as part of Old Town revitalization;
- work with the City and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and,
- establish communication for long-term relations.

Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$45,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$45,000

EN-3 Establish Programs to produce Affordable Housing

Purpose - To provide ownership opportunities to residents of the East Newhall Neighborhood

As identified in the community outreach process, the residents desire to become owners. Care must be taken to assess the effect of new housing in the redevelopment plan area. As new development will obligate the agency to produce a percentage of low and moderate income affordable-income dwellings. Participation by the agency in the planning, development, or financing of the new housing increases the percentage of the required affordable housing. The development of new housing (market rate or low/moderate) on a site previously occupied by housing may result in the displacement of low/moderate income residents. If displacement occurs, relocation assistance must be provided in the manner required by federal law, outlined in the Uniform Relocation Act. The City has identified the need for more, affordable rental housing (e.g., Housing Element, CDBG Consolidated Plan). Despite the blighted nature of the area, East Newhall provides a large amount of affordable rental housing. Conversion of current rental housing stock to homeownership, without the creation of other affordable rental housing, may result in the net reduction of affordable rental housing. To this end, the City will endeavor to help the residents turn rentals into ownerships. This is proposed to be accomplished by the following:

- Identify and fund East Newhall Housing Program
- Allocate at least 50% of current and projected housing 'set-aside' funds to finance this effort
- Establish program that offers home ownership assistance such as down-payment, silent second mortgages, home-improvement loans (subject to criteria yet to be established)
- Provide incentives to developers to preserve and increase the stock of affordable rental housing



Looking east on Race Street



Housing at 6th and Pine Streets

- Identify a policy by which developers are required to address the low and moderate affordable housing requirements triggered by housing development within the redevelopment project area.

\$250,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for the downtown area

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$45,000

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1B 2010-12 CONT'D

EN-6 Eminent Domain over Residential

Purpose - For properties which are allowed to remain in a state of disinvestment by derelict landlords and negatively affect other properties and the Neighborhood, it is necessary to have a tool with which to exercise the neighborhood's long-term improvement

This item was of significant importance at the community outreach meetings. To address this issue, this item focuses on the blocks facing Pine Street and Market Street in the following terms:

- Amend Redevelopment Plan to provide the necessary authority to acquire land
- Evaluate benefits and disadvantages between the tools of Eminent Domain and economic incentives
- If Eminent Domain is selected as the most beneficial tool, proceed with amending the Redevelopment Plan accordingly for the East Newhall Neighborhood
- Pursue the redevelopment of the blocks facing Pine and Market Street

\$50,000



Housing in East Newhall



Weak interface between housing and the public realm at Market and Pine

TRANSIT ORIENTED DEVELOPMENT

Purpose - To provide housing with which to revitalize Old Town over the long term that relies on transit and less so on the automobile

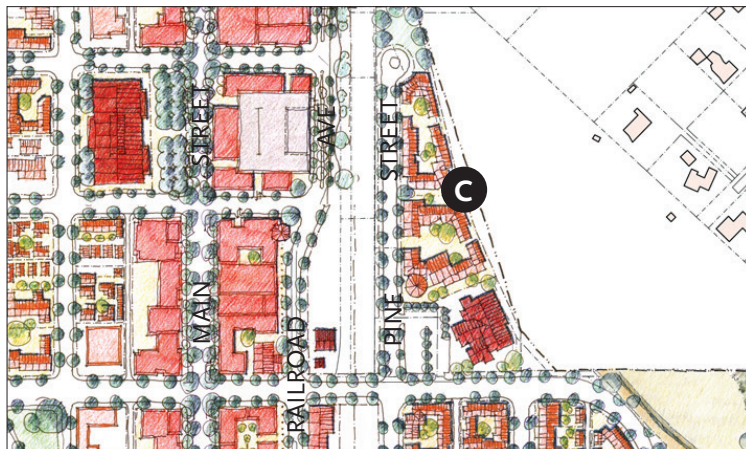
TOD-1

This 4.3-acre surface parking for Metrolink represents a potential development opportunity for between 50 and 100 dwellings. The Metropolitan Transportation Authority may be induced to participate as a joint development partner for market rate housing. This location may be suitable for development using the redevelopment agency's housing trust fund. Converting this site from its present use as surface parking will serve to appropriately densify and activate the entire downtown area. The downtown area as a whole will likely benefit by moving the parking for the Metrolink station to the north garage west of the station, across Railroad Avenue. This will create pedestrian activity and the potential for development of a consumer base for district businesses serving Metrolink commuters.

\$12,400,000



TOD Housing



C. TOD Housing at Jan Heidt Metrolink Station parking lot

TRANSPORTATION IMPROVEMENTS and DEMAND MANAGEMENT (TDM)

Purpose - To maximize mobility while minimizing the need to generate additional vehicular trips

The cost to construct parking garages in Old Town Newhall can be expected to exceed \$20,000 per space gained, resulting in a total cost to build, operate and maintain new spaces of more than \$125 per month per space, every month for the expected 40-year lifespan of the typical garage. These dismal economics for parking garages lead to a simple principle: it can often be cheaper to reduce parking demand than to construct new parking. Therefore, Newhall should invest in the most cost-effective mix of transportation modes for access to Old Town, including both parking and transportation demand management strategies.

By investing in the following package of demand reduction strategies, Newhall can expect to cost-effectively reduce parking demand in Newhall (and the resulting traffic loads) by one-quarter to one-third. The Transportation Improvement District for Old Town Newhall should invest a portion of parking revenues (and other fees, assessments, and/or transportation funds, if available) to establish the following transportation services for the benefit of all Old Town Newhall employers and residents:

TDM-1 Maximize Existing Parking

Make better use of the parking lots and vacant lots that already exist in Newhall, using the mechanism of the Transportation Improvement District to purchase or lease these lots and convert them into public parking areas, which can be efficiently shared and managed, forming the kind of Park Once District described earlier.

\$275,000

TDM-3 Transportation Improvement District

Form a T.I.D. for Old Town Newhall, and provide it with the authority to build and operate public parking, to raise parking revenues, to provide transportation benefits to employees within the Specific Plan boundaries, and to fund additional public improvements within the district. To take full advantage of the T.I.D.'s potential, the following initiatives are available to implement depending upon funding available and other considerations that the City may have at the particular time:

\$90,000

TDM-3a Parking charges

Fees for parking are to be structured so that they primarily reduce drive-alone employee trips and reduce resident car ownership, while accommodating shoppers and diners (as described in the Parking section), provide the major financial incentive for drivers to choose other modes. Rather than monthly fees, which encourage employees to drive every day to "get their money's worth", modern fee-collection systems can be set to bill employees by the day or hour for parking, allowing them to save money every day that they choose an alternative mode. For apartments, developers must be required to "unbundle" the full cost of parking from the cost of the apartment itself, by creating a separate parking charge. This provides a financial reward to households who decide to dispense with one of their cars, and helps attract that niche market of households, who wish to live in a transit-oriented neighborhood where it is possible to live well with only car, or even no car, per household.

\$7,500

STREET IMPROVEMENTS (SI)

Purpose - To create the centerpiece of Old Town Newhall: Main Street while maintaining traffic and circulation to and through Old Town

SI-2 North Old Town Street Reconfigurations

The following street improvements are needed to compensate for the former San Fernando Road being transformed into Main Street. This makes it necessary to modify the manner in which the following roadways meet in north Old Town: the former San Fernando Road (north of Lyons), Railroad Avenue, Main Street and Dockwieler Road

at some point in the future. While technically individual projects, each of the three projects leads toward the overall, required, reconfiguration of the north end of Old Town Newhall.

SI-2a Remove the former San Fernando Road Diagonal

Removing this high speed "S" curve serves three important functions: it creates a sizable block of land upon which a major public building can be placed; it terminates the vista down Main Street with the front doors and tower of that building, creating the Old Town's new picture postcard view; and as a result, it significantly slows and calms traffic through the heart of the business district, transforming a highway into Main Street. UPDATE: Project complete.

\$1,492,080

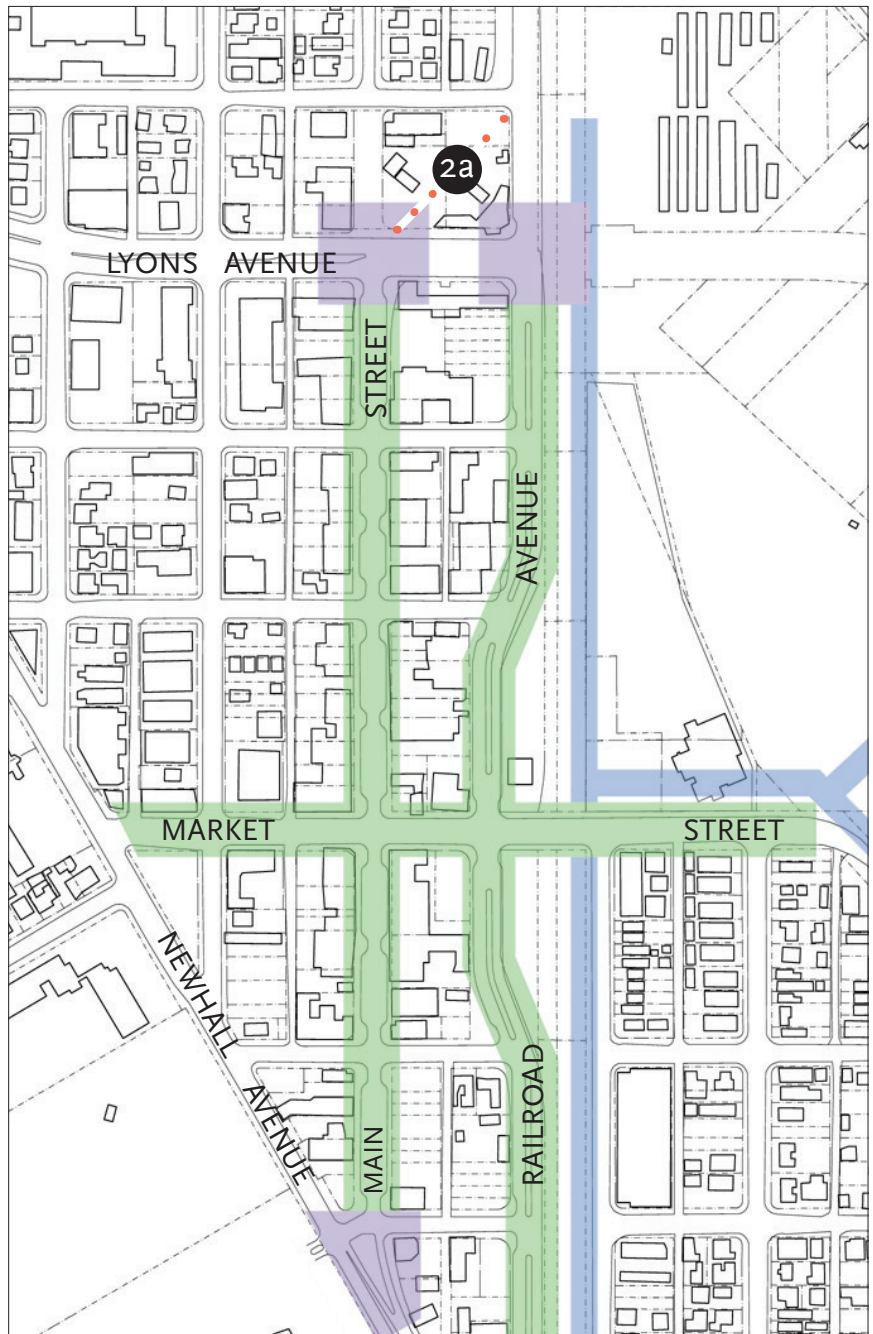
PARK ONCE (P1)

P1-2 Park Once Garage 'North'

Purpose - To complete the public parking system for Old Town and enable further redevelopment per the Specific Plan

Upon developing 160,000 square feet of commercial/office space, the need to build the second of the two Park Once garages will be reached.

The North garage is equally important to the South Garage because by providing another 400 parking spaces, it helps accomplish the following: a) enables development of another 160,000 square feet of commercial/office space, b) enables the redevelopment of the two key 'north' blocks (7 and 8a) at the intersection of Lyons and 'Main Street' and, c) enables redevelopment of the Metrolink parking lots with Transit-oriented housing. As

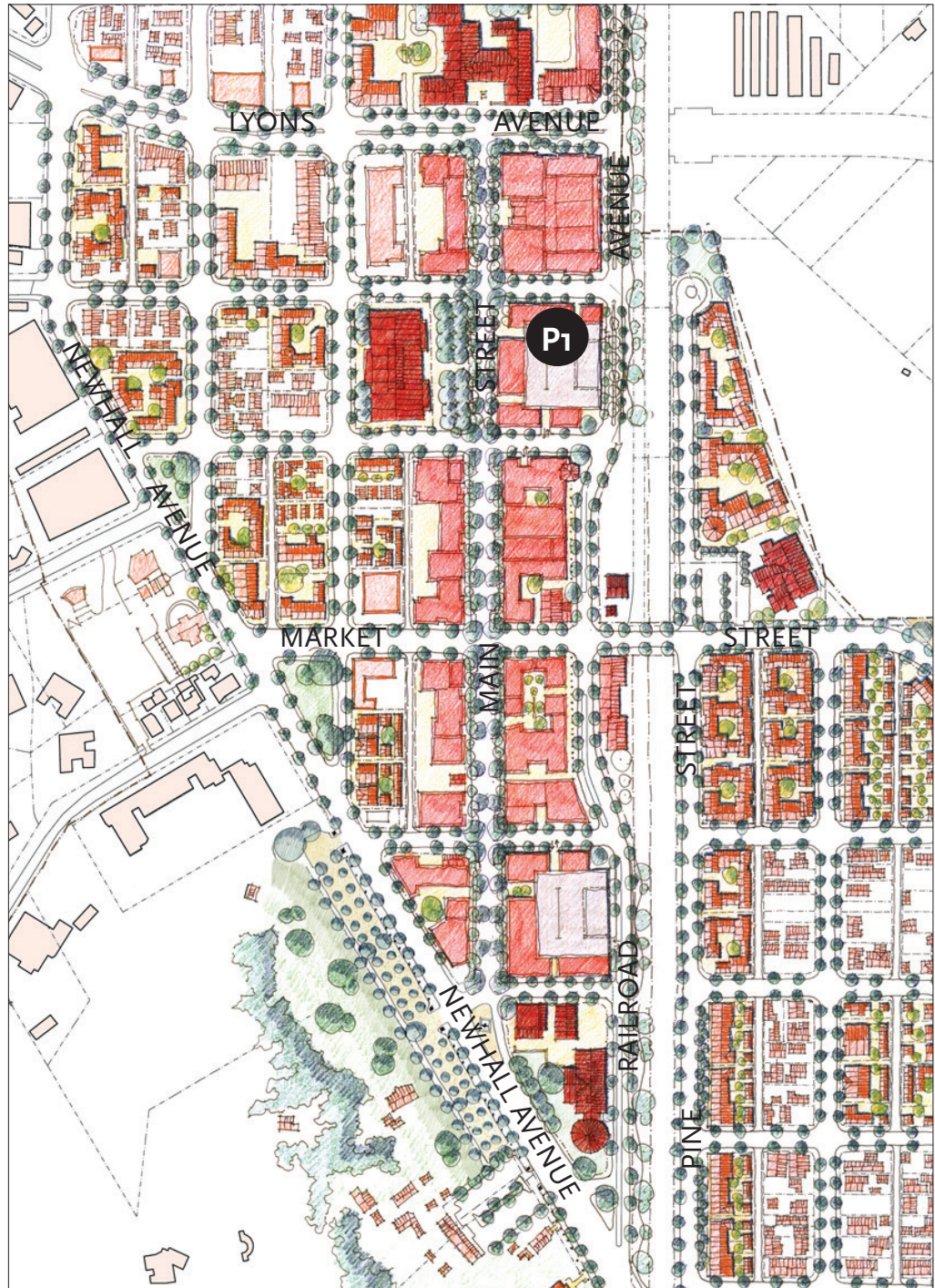


Project SI-2a to create development site

discussed in the previous section for the South garage, public garages are often financed via redevelopment because of the relationship between purpose and revitalization. Where the initial, South garage requires funding in addition to redevelopment funds, the North garage will be in the position of being able to draw upon tax-increment established by the prior phases. The North garage also features a financial opportunity in the form of mixed use and housing 'liners' along the garage's perimeter.

Project Summary:
 4-story public garage
 producing 400 spaces
 'Liner' retail (34,000
 sq ft) with housing or
 office above (93,000
 sq ft)

**\$6,900,00 - Park One
 Garage 'North'**
**\$17,500,000 - Mixed
 Use Liner**



P1 'north' at 8th and Main Streets: the second of two Park Once public garages

NOTE: Locations of civic buildings, parking structures, the mercado, and museum are conceptual and are not binding or mandatory at the locations depicted.

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1C 2013-15

Phase 1C identifies 15 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$10,323,375**.

EAST NEWHALL REVITALIZATION (EN)

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To establish clear and consistent communication with the neighborhood that provides its residents with accountability and productive relationships with municipal agencies

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood: a) identify the neighborhood's issues and priorities; b) understand the neighborhood's role and opportunities as part of Old Town revitalization; c) work with the City and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and, d) establish communication for long-term relations. Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$30,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$30,000

EN-3 Establish Programs to produce Affordable Housing

Purpose - To provide ownership opportunities to residents of the East Newhall Neighborhood

As identified in the community outreach process, the residents desire to become owners. Care must be taken to assess the effect of new housing in the redevelopment plan area. As new development will obligate the agency to produce a percentage of low and moderate income affordable-income dwellings. Participation by the agency in the planning, development, or financing of the new housing increases the percentage of the required affordable housing. The development of new housing (market rate or low/moderate) on a site previously occupied by housing may result in the displacement of low/moderate income residents. If displacement occurs, relocation assistance must be provided in the manner required by federal law, outlined in the Uniform Relocation Act. The City has identified the need for more, affordable rental housing (e.g., Housing Element, CDBG Consolidated Plan). Despite the blighted nature of the area, East Newhall provides a large amount of affordable rental housing. Conversion of current rental housing stock to homeownership, without the creation of other affordable rental housing, may result in the net reduction of affordable rental housing. To this end, the City will endeavor to help the residents turn rentals into ownerships. This is proposed to be accomplished by the following:

- Identify and fund East Newhall Housing Program
- Allocate at least 50% of current and projected housing 'set-aside' funds to finance this effort
- Establish program that offers home ownership assistance such as down-payment, silent second mortgages, home-improvement loans (subject to criteria yet to be established)
- Provide incentives to developers to preserve and increase the stock of affordable rental housing
- Identify a policy by which developers are required to address the low and moderate affordable housing requirements triggered by housing development within the redevelopment project area.

\$300,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for the Old Town

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$30,000

TRANSPORTATION IMPROVEMENTS and DEMAND MANAGEMENT (TDM)

Purpose - To maximize mobility while minimizing the need to generate additional vehicular trips

TDM-2 Parking Enforcement

Put customers first, by using enforcement and education to make sure that the best and most convenient parking spaces are set aside for customers (2 positions for full week coverage, with equipment).

\$500,000

TDM-3b Improved Transit

Higher frequency transit into Old Town Newhall can serve a number of needs: providing feeder transit to the rail station, serving as a park-and-ride shuttle to more remote parking areas, and taking employees and residents to work.

\$300,000

CIVIC INITIATIVES (CIV)

Civic Initiatives of Community Wide Significance

Downtowns become economically most effective when they are able to leverage their social and cultural institutions as a core activity. Old Town Newhall has existing historical and institutional assets, which can draw visitors into the area and can serve to direct these complimentary private commercial enterprises nearby. Beyond their immediate cultural contributions, an important goal of these institutions should be to animate their surroundings by drawing patronage into Old Town Newhall at varying times and days, and to extend the overall cycle of activity. The Specific Plan identifies four opportunities in this regard:

- Billboard Abatement
- Improvements to the entrance and frontage of William S. Hart Park. The primary goal of this would be to maximize Hart Park's visibility to visitors. UPDATE: This project has been completed.

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 1C 2013-15

- Relocation of the historic Pardee House to the triangle site on Newhall Avenue south of William S. Hart Park. This would provide identity for Old Town at its south entrance.
- Development of a civic building at the confluence of Main Street and Railroad Avenue. This can leverage the presence of Hart Park into the downtown area. UPDATE: This project has been completed.
- Development of a public building at the new terminus of Lyons and Main.

Beyond these capital investments, the City will need to commit to supporting programming that is of an appropriate scale and frequency to allow for these assets to be fully realized.



Billboard at Main Street and Market Street



Billboard at Main Street and 8th Street



Billboard on Newhall Avenue near 3rd Street



Billboard on Railroad Avenue

CIV-8 Billboard Abatement

The presence of billboards and their visual discontinuity with the desired visual nature throughout the Specific Plan area has been identified by the community as a priority. This implementation item identifies five billboards within the Plan area that will be removed through purchase by the Redevelopment Agency. In consulting other Agencies in the removal of such structures, the cost per billboard ranges from \$250,000 to \$500,000 or more. For budgeting purposes, the higher figure is proposed. This initiative is proposed to be accomplished over phases 2 and 3.

\$250,000



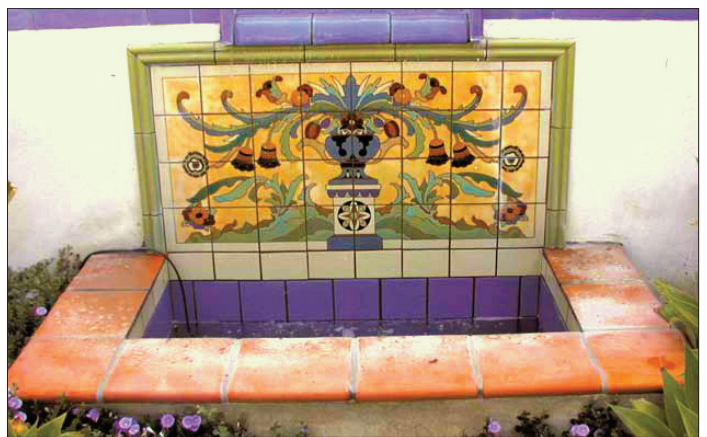
Gathering place: forecourt



Gathering place: raised terrace behind public sidewalk



Public art can take many forms: horseshoes in cross-walks



Public art can take many forms: expressions through tile, water and landscape

CIVIC BUILDINGS AND INITIATIVES (CIV)

Purpose - To generate a civic realm to enhance the commercial and residential components of Old Town Newhall

A number of civic initiatives are planned for Old Town Newhall. Those for phase one are

CIV-9A Create Incentives for Public Art

Initiate a program for encouraging public art through a local arts group in concert with the City or, through the City alone. This item is not for the purpose of creating funds to create art. Rather, it is to create the program and require public art for projects that meet certain thresholds (e.g., 15,000 square feet). An option would be to establish a fee (e.g., 1% of the project's value) that is due at certificate of occupancy and collected by the city for deposit into a Old Town Public Art Fund. This fund would collect fees from all development over 5,000 square feet with the objective of producing public art in various locations throughout Old Town.

\$10,000

CIV 9B Public Space in front of Theaters/Civic Buildings

Provide additional funding that creates special paving and pedestrian furnishings beyond that to be provided in the Main Street Streetscape. This effort is for in front of existing theaters and/or other types of uses that benefit the downtown area by having gathering areas along the public realm. This project is to be done with the Main Street Streetscape Improvement Project for efficiency purposes.

\$20,000

STREET IMPROVEMENTS (SI)

This next batch of street improvement projects occur later in phase 1 but are nonetheless important to ultimately providing the necessary balance between mobility, access and a pedestrian-oriented environment. This is dependent upon the peripheral streets being improved. Without these improvements, at the appropriate time, the Main Street is not able to be fully realized and will delay the objective to revitalize the downtown area. These projects are second in priority (of street improvements) to street improvements SI-1 through SI-3.

SI-1 Railroad Avenue Modifications

To provide the capacity that is needed for future traffic volumes, Railroad Avenue will be re-striped and re-built within its existing curbs to provide a four-lane roadway with a tree-lined central median. At each cross street, breaks in the median for left-turn lanes will maintain accessibility to the downtown area. Parking is removed on the eastern side to make room for the additional traffic lanes, but retained on the western side to serve businesses and provide a buffer for pedestrian. On the western side, the existing six feet from building to curb face is inadequate. An additional six feet in the form of an easement, to produce a 12 foot wide sidewalk, will therefore be required whenever buildings are redeveloped, in order to create a reasonably wide and shopper-friendly streetscape.

\$1,090,205

SI-4 Reconfigure Newhall Avenue / Railroad Avenue Intersection

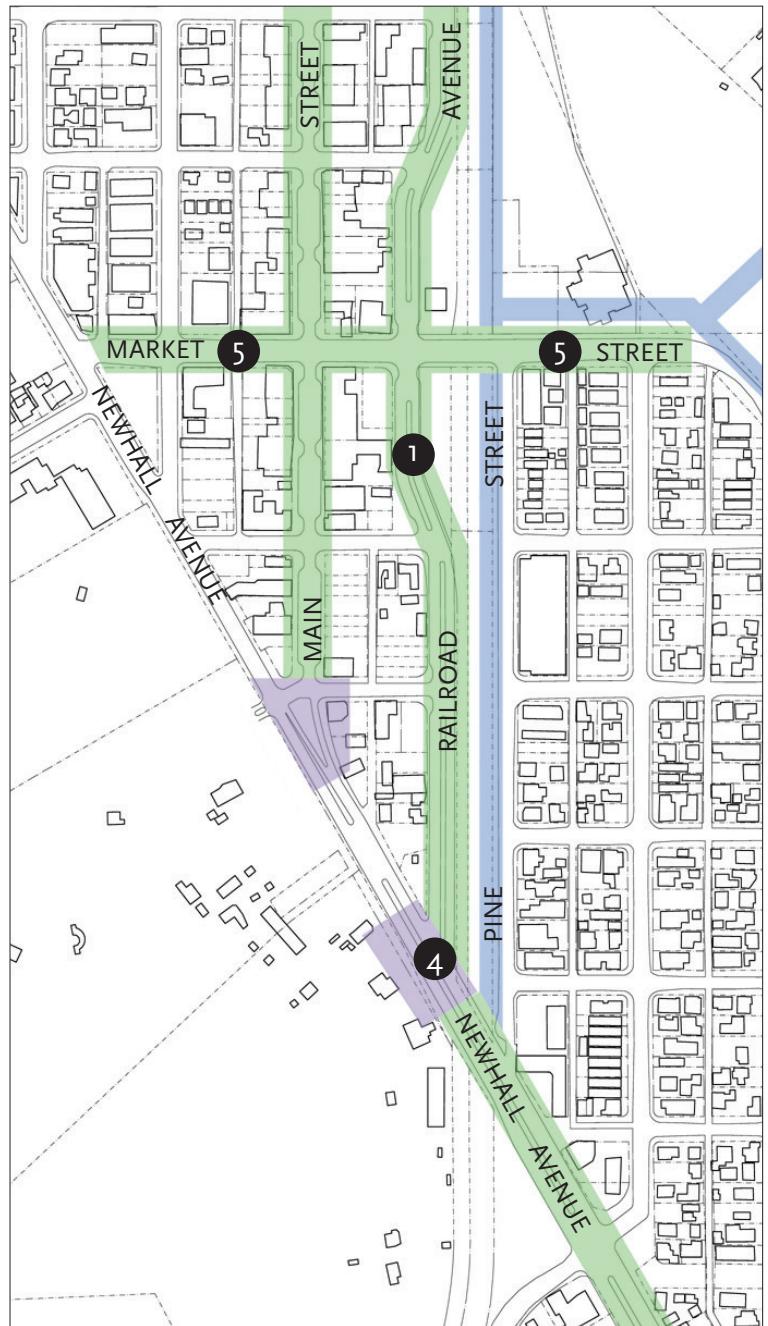
Minor changes to this intersection will be required to accommodate the restriping of Railroad Avenue to four lanes with a median.

\$1,722,120

SI-5 Market Street Streetscape Improvements

From Race Street to Newhall Avenue, this project will include new curb extensions, paving materials, pedestrian-scale light fixtures, street furniture and new trees (as described in the Landscape section), unifying the route from the community center on the east to the new Veterans Historic Plaza on the west.

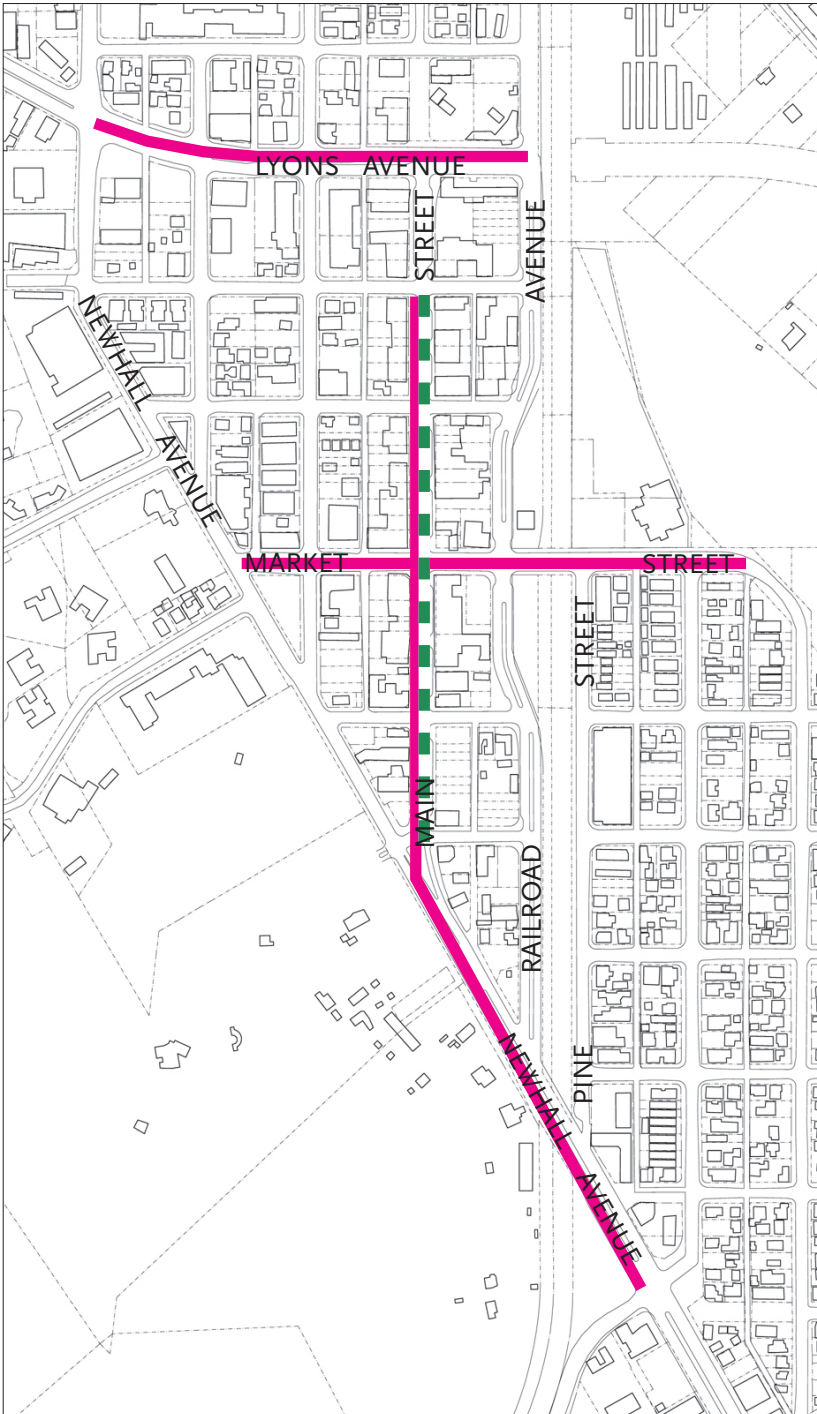
\$4,187,370



Projects SI-1,4,5

RELOCATION OF UTILITIES (RU)

The following projects are for the identified street segments but need further adjustment for specific connection and location input from the appropriate utility providers.



Relocation of overhead utilities █
Utility Improvements █

RU-2 Market Street from Newhall Ave to Race Street

This project involves a total of 6 block frontages and is to be done concurrently with the Market Street Streetscape Improvement Project for efficiency purposes.

\$840,000

RU-4 Lyons Avenue from Newhall Ave to Railroad Ave

This project involves a total of 5 block frontages. This project should occur after the Main Street Streetscape Improvement Project is completed or near completion to maintain acceptable traffic and circulation to and through the area.

\$1,003,680

UTILITIES (U)

Purpose - To provide the necessary water, sewage disposal, and storm drainage for the Plan

The necessary improvements are to the storm drainage system. The potential improvements to the water system at this time are not expected to be significant and are pending a review and decision by Newhall Water District.

U-3 Landscape and Lighting Maintenance District

The new and modified improvements (most particularly the new Main Street) will require maintenance to prolong their useful life and maximize performance. To address this need, the Specific Plan area can either be annexed to the nearest Landscape and Lighting Maintenance District or, it can have its own district established in accordance with current City procedure and regulations. The LMD has been established.

\$10,000

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2A 2015-17

Phase 2A identifies 26 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation at the cost estimate of **\$33,810,560**.

EAST NEWHALL REVITALIZATION (EN)

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To establish clear and consistent communication with the neighborhood that provides its residents with accountability and productive relationships with municipal agencies

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood: a) identify the neighborhood's issues and priorities; b) understand the neighborhood's role and opportunities as part of Old Town revitalization; c) work with the City and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and, d) establish communication for long-term relations. Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$45,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$45,000

EN-3 Establish Programs to produce Affordable Housing

Purpose - To provide ownership opportunities to residents of the East Newhall Neighborhood

As identified in the community outreach process, the residents desire to become owners. Care must be taken to assess the effect of new housing in the redevelopment plan area. As new development will obligate the agency to produce a percentage of low and moderate income affordable-income dwellings. Participation by the agency in the planning, development, or financing of the new housing increases the percentage of the required affordable housing. The development of new housing (market rate or low/moderate) on a site previously occupied by housing may result in the displacement of low/moderate income residents. If displacement occurs, relocation assistance must be provided in the manner required by federal law, outlined in the Uniform Relocation Act. The City has identified the need for more, affordable rental housing (e.g., Housing Element, CDBG Consolidated Plan). Despite the blighted nature of the area, East Newhall provides a large amount of affordable rental housing. Conversion of current rental housing stock to homeownership, without the creation of other affordable rental housing, may result in the net reduction of affordable rental housing. To this end, the City will endeavor to help the residents turn rentals into ownerships. This is proposed to be accomplished by the following:

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- Provide incentives to developers to preserve and increase the stock of affordable rental housing
- Identify a policy by which developers are required to address the low and moderate affordable housing requirements triggered by housing development within the redevelopment project area.

\$300,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for the Old Town

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$45,000

CIVIC INITIATIVES (CIV)

CIV-1,2 Mercado / Plaza

Purpose - To generate a unique community market that becomes the center of Old Town Newhall and provides civic space for public events

For the past 25 years, with the exception of the 1,500 immediate residents and workers in Newhall, the community has become a place that you pass through on the way to someplace else. As a result, Newhall has become isolated within Santa Clarita. Along with other such Civic initiatives aimed at the larger community and the region, the idea of having a public amenity such as a Mercado provides a compelling and distinguishing reason with which to establish the importance of Old Town Newhall as a major destination within the Valley.

Within the Mercado structure, it is expected that up to 36,000 square feet of commercial space will be available for approximately 25 to 50 individual merchants. Until such time that a private party indicates interest and experience to implement this project, the City and/or Redevelopment Agency would need to bear most, if not all, of the construction and operating costs. It is advisable that the next step on this subject be to research specific examples with which to tailor the Mercado operation to private sector needs and then prepare a RFP and solicit proposals. Of course, this is all subject to the property owners being in agreement to be partners to such a venture or, to agree to sell their property for such a project.

\$7,500,000 - Mercado Structure

\$500,000 - Plaza



Mercado / Plaza along Main Street

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2A 2015-17

CIV-6 Visitor's Center

The historic Pardee House is relocated from its current temporary location at Heritage Junction to the south entry of Old Town Newhall. This building will receive an addition of approximately 750 square feet to give the building more room as the new visitor's center and to provide it with slightly more building area visually along Newhall Avenue. This building will improve the currently vacant site with a garden in front that shows the building nicely to visitors and locals alike. The Newhall Historical Society showed strong support for this project during the community outreach for the Specific Plan and indicated that the building is available.

\$225,000



A. Visitor's Center: Historic Pardee House to be relocated at south entry to Old Town Newhall

CIV-8 Billboard Abatement

The presence of billboards and their visual discontinuity with the desired visual nature throughout the Specific Plan area has been identified by the community as a priority. This implementation item identifies five billboards within the Plan area that will be removed through purchase by the Redevelopment Agency. In consulting other Agencies in the removal of such structures, the cost per billboard ranges from \$250,000 to \$500,000 or more. For budgeting purposes, the higher figure is proposed. This initiative is proposed to be accomplished over phases 2 and 3.

\$500,000



A. Visitor's Center B. Hart Park Gateway-Frontage

TRANSPORTATION IMPROVEMENTS and DEMAND MANAGEMENT (TDM)

Purpose - To maximize mobility and minimize additional vehicular trips

TDM-3a Abolish Minimum Parking Requirements

Transition to a system where the private sector builds enough parking to address the needs of development without overbuilding parking supply. This will require evaluation of activity within the Specific Plan area to appropriately gauge habits and demand. The extent and scope of this measure is analysis and modification of existing standards with corresponding education.

\$10,000

TDM-3b Provide a Universal Transit Pass for every employee and resident.

Universal transit passes will give every employee and resident of a district a free annual pass for local transit, with the passes purchased at a deeply-discounted bulk rate by the Transportation Improvement District. For Santa Clarita Transit, universal transit passes can provide a stable source of income, while helping them meet their ridership goals, and since the transit agency is owned and operated by the City of Santa Clarita, every dollar invested in such a program not only reduces parking demand, but returns revenue to the City. This measure establishes the program through Santa Clarita Transit on a pilot program basis to be adjusted according to demand over time.

\$50,000

TDM-3e Centralized provision of bicycle facilities

This project provides facilities such as clothes lockers, secure bike parking, and shower facilities in Old Town, preferably near the Jan Heidt Metrolink Station. Locations can be public such as at the Metrolink station or they can be on private property along side streets and available to the public per arrangements with the owner(s).

\$10,000

TDM-3g Parking Cash-Out

When employers do buy or lease parking and then offer it to employees free of charge, the District should require that these employers offer employees who do not drive the cash value of the parking space. Santa Monica is one example of a California jurisdiction that actively enforces this policy on leased parking for many employees, providing a strong incentive to reduce single occupancy vehicle use. This measure establishes the program through the Transportation Improvement District which will be initially staffed and monitored by the City of Santa Clarita according to demand.

\$10,000

TDM-3h Residential Parking Permits

This measure establishes a program to limit on-street parking in the primary residential areas to residents' cars only. This will prevent overspill parking from commuters trying to avoid parking time limits and charges downtown. However, allowing a limited number of commuters to buy on-street parking permits in these areas (e.g., limited to four per block face, on blocks where average occupancy is lower than 75%), allows excess parking to be used efficiently by commuters, while the commuter fees can pay for the costs of the residential permit program. This program will be staffed initially by the parking enforcement positions (2) and will be evaluated for funding and staffing needs according to demand. The funding provides for programming and various administrative needs.

\$50,000

TDM-3b Improved Transit

Higher frequency transit into Old Town Newhall can serve a number of needs: providing feeder transit to the rail station, serving as a park-and-ride shuttle to more remote parking areas, and taking employees and residents to work.

\$300,000

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2A 2015-17 CONT'D

STORMWATER MANAGEMENT

Purpose - To reestablish the natural features that define Old Town Newhall help revitalize the Plan area and to maximize recharging of the area's aquifers

SM-1 Education

SM-1a Place Signs Along Creek Trails

This measure provides for signage about the presence of particular flora and fauna in and near the creek that enhance it for the community. Additionally, information that intrigues the reader and provides a source of pride and inspiration is the objective. This measure provides for approximately 10 - 20 signs on small posts that will not obstruct views of the natural resources and be relatively easy to install and maintain.

\$10,000

SM-1b Establish Donor Sponsorship

This measure works with the private sector and non-profit organizations to establish a donor-sponsorship program that actually results in obtaining funds with which to pursue the environmental stewardship measures in this chapter and relieve the overall financial burden on the City and its Redevelopment Agency. This program would operate much like one sees groups and/or corporations adopting segments of highways for maintenance purposes. This would be initiated by the City and/or the City Redevelopment Agency with the objective being to have a group emerge as the responsible party for pursuing and maintaining funds and their application to the projects in this Plan.

\$7,500

SM-1c Replant Surrounding Creek Beds

This project restores the native species of plant material to the areas surrounding the creek beds to maximize the environmental benefits to the creek and to Old Town Newhall.

\$50,000

SM-2 Newhall Creek

Purpose - To enhance Newhall Creek as an environmental component of Old Town Newhall and to maximize its benefit to the community and the ecosystem

SM-2a Restore Riparian Habitat

This project, whether it is funded ultimately by the donor-sponsorship program or by a public agency, is beneficial to the creek itself and to the real estate it fronts.

\$250,000

SM-2b Provide Signage About Context

This measure is addressed above in item SM-1a.

\$0

SM-3 Railroad Avenue Median

Purpose - To take advantage of the need for a median in this wide roadway and provide a sizeable biofilter for the area while enhancing the aesthetics of Railroad Avenue

SM-3a Dual Conveyance Bioswale System

This project installs the dual conveyance bioswale system in the median which will be constructed late in phase 1 (about 2008 -09). This project is identified in phase 2 only due to funding availability. It would be desirable to combine this project with the Railroad Avenue reconfiguration project in phase 1 if funding allows.

\$20,000

SM-3b Trees and Shrubs with Low Water Needs

This project installs the plant and tree material to complete the bioswale system. The same timing considerations for item SM-3a apply to this project.

\$20,000

SM-5 Main Street

Purpose - To minimize demand on storm drainage system and recharge aquifer

SM-5c Storm Drains in Alleys

This project installs storm drains in the alleys of four blocks along Main Street. Other blocks along Main Street have alleys that will be vacated for the purpose of either a Park Once public garage or for other redevelopment that uses shared parking and does not need alleys. In the event that the four alleys in this item no longer exist when implementing this item, it is recommended that available funding be applied to other alleys further into the neighborhoods such as those in East Newhall.

\$500,000

SM-5d Harvest Rainwater at Plaza

This project provides for the installation of a rainwater collection system using cisterns under the Plaza at the Mercado along Main Street. If the Mercado and Plaza are built, this project needs to be coordinated with those two projects.

\$150,000



Project SM-5c: Storm Drainage Improvements in Main Street Alleys - - -

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2A 2015-17 CONT'D

STREET IMPROVEMENTS

This improvement project will connect the south segment of Newhall Avenue and two pedestrian / bike paths in a north-south manner with the community.

SI-7 Newhall Avenue from Railroad Avenue to south Specific Plan boundary

A minimum 5' wide sidewalk, buffered from traffic by a landscape strip planted with shade trees will replace the existing patchwork of discontinuous sidewalks and narrow sidewalks immediately adjacent to the curb along this major arterial. To improve safety, the existing two-way left turn lane will be replaced by a raised median planted with mature trees, including left-turn pockets at intersections. On-street bicycle lanes will be added as well. South of the railroad tracks, the roadway is planned to be widened to six lanes: these improvements will require an ultimate right-of-way width of 114 feet rather than the current 100 feet.

\$7,713,060



Park Once garage and Mixed-Use 'Liner'

PARK ONCE (P1)

Purpose - To provide shared, efficient and strategically located public parking that enables private property to be maximized for the benefit of Old Town and the community

There are two such garages planned for Old Town Newhall. The idea behind implementing the 'south' garage first is a result of less ownerships being involved which is expected to translate into expediency for this project.

P1-1 Park Once Garage 'south'

Concurrent with or immediately after improving the Main Street streetscape, the construction of the first of two Park Once garages is the next priority in the revitalization of Newhall. It should be noted that the best scenario for the garages is that they would be built and available as soon as possible. But with limited tax increment and the need

for revitalization to occur at a reasonable pace, the installation of two garages in the very near term while desirable from many perspectives, is not realistic.

With the creation of 400 parking spaces, this garage will result in the ability to build, revitalize and/or reuse 160,000 square feet [1] of commercial/office space and up to 50 loft or studio type dwellings that depend upon the garage for parking, giving Old Town a swift push toward overall revitalization. The South garage is expected first primarily because of the fewer ownerships involved in this block than on the North garage block. Additionally, pursuing the South garage provides for revitalization to establish itself as it moves toward the Lyons Avenue end of the Main Street which is expected to be more intense than the southern end.

Often, public infrastructure such as garages is financed via redevelopment because of the ability of the infrastructure to initiate and support revitalization. In this case, such financing will need to be augmented by private sector participation. In contrast to typical parking garages, the garages in Old Town Newhall represent a financial opportunity in the form of mixed use and housing 'liners' along the perimeter. Effectively concealing the utilitarian garage from public view, the 'liner' doubles as a generator of additional real estate while contributing to the quality of the pedestrian environment.

Project Summary:
 4-story public garage producing 400 spaces
 'Liner' retail (34,000 sq ft) with housing or office above (26,800 sq ft)

Park One Garage - \$7,300,000
Mixed Use Liner - \$8,200,000



P1 'south' at 5th and Main Streets: the first of two Park Once public garages

NOTE: Locations of civic buildings, parking structures, the mercado, and museum are conceptual and are not binding or mandatory at the locations depicted.

[1] Based upon the factor of 2.5 parking spaces per 1000 sq ft (source: Nelson\Nygaard 2004) The 160,000 square feet enabled by the garage does not exclude the 'liner' development. Through the Park-Once district, each garage offers the potential to support up to 50 loft or studio type transit-dwellings where the occupants have 1 or no cars

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2B 2017-19

Phase 2B identifies 7 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$22,090,000**.

EAST NEWHALL REVITALIZATION (EN)

Purpose - To revitalize this historic neighborhood and provide as positive as possible a situation for its residents and the community

The Newhall Specific Plan is designed to create amenity-rich environments, which will be of benefit to both existing and new community residents. By creating the conditions for an attractive integrated downtown within walking distance of the East Newhall neighborhood, the value of residential property here can be expected to increase. As the downtown attracts a diversity of users to its commercial and cultural/institutional uses, the desirability and strategic location of East Newhall will become increasingly apparent to the market. This will result in continued improvements and reinvestment. Over time, new homeownership can be encouraged through focused use of the City's existing programs along with cooperation with private banks and federal mortgage corporations. Such investment can range from the rehabilitation of existing structures to the development of new housing that takes advantage of its proximity to the downtown and Metrolink.

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To establish clear and consistent communication with the neighborhood that provides its residents with accountability and productive relationships with municipal agencies

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood: a) identify the neighborhood's issues and priorities; b) understand the neighborhood's role and opportunities as part of Old Town revitalization; c) work with the City



Children on their way to school along Pine Street

and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and, d) establish communication for long-term relations. Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$30,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$30,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for the Downtown

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$30,000



Billboard on Newhall Avenue near 3rd Street

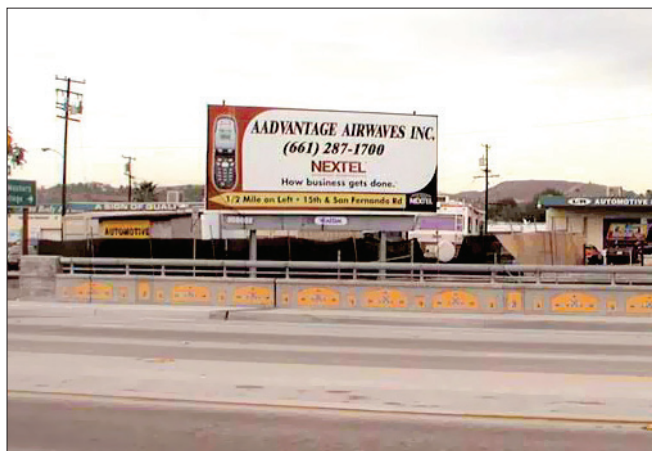
CIVIC BUILDINGS AND INITIATIVES (CIV)

Purpose - To generate a civic realm to enhance the commercial and residential components of Old Town Newhall

CIV-8 Billboard Abatement

The presence of billboards and their visual discontinuity with the desired visual nature throughout the Specific Plan area has been identified by the community as a priority. This implementation item identifies five billboards within the Plan area that will be removed through purchase by the Redevelopment Agency. In consulting other Agencies in the removal of such structures, the cost per billboard ranges from \$250,000 to \$500,000 or more. For budgeting purposes, the higher figure is proposed. This initiative is proposed to be accomplished over phases 2 and 3.

\$500,000



Billboard on Railroad Avenue

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 2B 2017-19 CONT'D

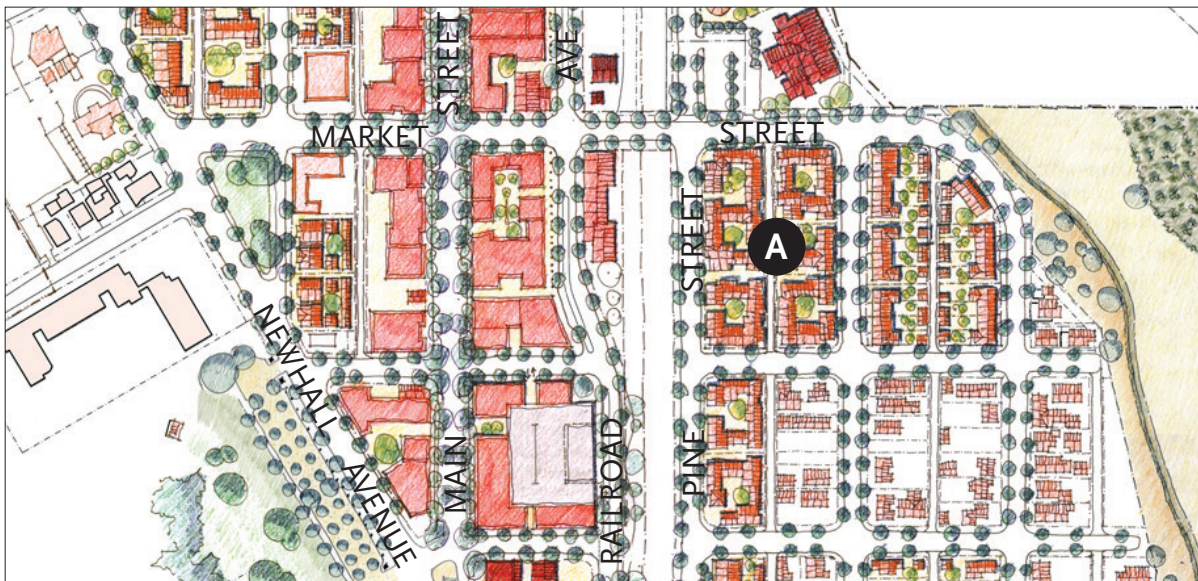
TRANSIT ORIENTED HOUSING, CONT'D

TOD-2 Blocks 28, 29

In addition, the parcels immediately east of the Metrolink station represent a critical opportunity for transit-oriented development within the neighborhood for about 100 to 200 dwellings. A growing demand for market rate housing within the Santa Clarita Valley along with the need to provide a diversity of housing stock within the market, combine to make this location a very attractive site for private investment. A diverse set of housing types such as courtyard housing or row houses, along with limited, ground floor, community-serving retail on this site will positively influence residential values throughout East Newhall and will generate ongoing activity within the downtown.

Block 28 - \$11,000,000

Block 29 - \$10,200,000



A. TOD potential near Jan Heidt Metrolink Station

TRANSPORTATION IMPROVEMENTS and DEMAND MANAGEMENT (TDM)

Purpose - To maximize mobility and minimize additional vehicular trips

TDM-3j Improved Transit

Higher frequency transit into Old Town Newhall can serve a number of needs: providing feeder transit to the rail station, serving as a park-and-ride shuttle to more remote parking areas, and taking employees and residents to work.

\$300,000

Phase 3A identifies 6 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$26,060,000**.

EAST NEWHALL REVITALIZATION (EN)

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To revitalize this historic neighborhood and provide as positive as possible a situation for its residents and the community

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood: a) identify the neighborhood's issues and priorities; b) understand the neighborhood's role and opportunities as part of Downtown revitalization; c) work with the City and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and, d) establish communication for long-term relations. Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$45,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$45,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for Old Town

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$45,000

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 3A 2020-22

CIVIC BUILDINGS AND INITIATIVES (CIV)

Purpose - To generate a civic realm to enhance the commercial and residential components of Old Town Newhall

CIV-8 Billboard Abatement

As it relates to aesthetics, the issue of removing billboards is as important to Old Town Newhall as is the relocation of existing utilities below ground. To this end, a similar program is to be established for the Specific Plan area. The details of the program are to be developed and tailored to the City's ability to pursue the abatement of these structures. At a minimum, such a program needs to: a) provide a clear purpose and intent for the removal of billboards (including what is considered to be a billboard), b) identify all billboards within the Specific Plan area that will be subject to the program, and c) provide a financial rationale and method for pursuing and achieving the removal of billboards.

\$500,000

CIV-3 Civic Building at Lyon's and Main

Purpose - To provide a community / civic anchor visually and socially in Downtown

The current library located at Walnut and 9th Streets is small by today's standards. At approximately 3,000 square feet, it is operated by Los Angeles County and is used well by the Newhall community. The proposed building represents approximately 30,000 square feet of floor space which is mostly library. The idea is to substantially enhance current library service and position the new library in such a way that it announces to Newhall and the greater community of Santa Clarita the civic importance of the revitalized downtown area. Such an institution would also provide more reasons for people to visit Old Town Newhall and its varied stores, services and attractions. It is possible that this project could include other tenants (private or public) to help the financing of the project, if needed. This project is identified in phase 3 only due to funding demands on the overall implementation plan. If the opportunity to implement this project occurs prior to this phase, the project should be pursued.

As with all civic buildings designated throughout the Specific Plan area, it is not the responsibility or only option for the owners of these properties. Rather, due to the designated site's strategic location in the overall Plan area, such sites are better suited for civic buildings and uses than others. Therefore, in addition to the underlying zoning on these properties, these sites are enhanced with the designation for such buildings if the desire to implement these projects presents itself. UPDATE: The project is complete.

\$25,000,000



A: Civic Building at Lyon's Avenue and Main Street



RELOCATION OF UTILITIES (RU)

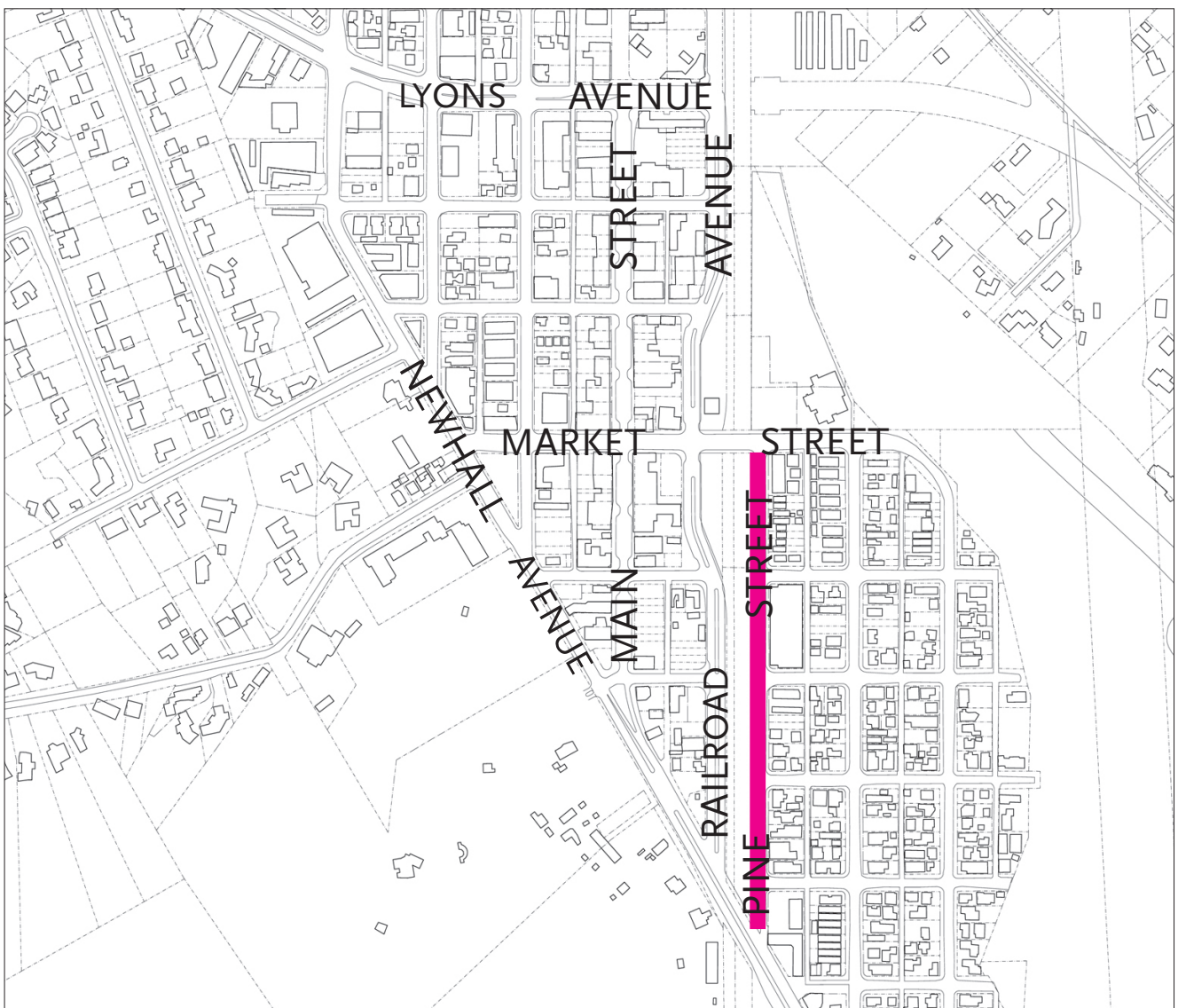
Purpose - To relocate overhead utilities in below-grade facilities to eliminate hazards and to improve aesthetics

The following projects are for the identified street segments but need further adjustment for specific connection and location input from the appropriate utility providers.

RU-6 Pine Street from Newhall Avenue to Market Street

This project relocates the overhead utilities along both sides of this street in underground facilities. This project involves coordination with Union Pacific and MTA due to the presence of the railroad along the entire frontage of this project. This project may become combined with one or more of the TOD housing developments contemplated for the northern segment of this street. If that occurs, the timing of this project would be modified to coincide with the development.

\$425,000



Project RU-6: relocation of utilities in below-grade facilities

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 3B 2022-25 CONT'D

Phase 3B identifies 18 implementation projects ranging in scope and complexity to enable and/or support Specific Plan implementation that carry a cost estimate of **\$38,380,502**.

EAST NEWHALL REVITALIZATION (EN)

EN-1 Establish Regular Communication with the Neighborhood

Purpose - To revitalize this historic neighborhood and provide as positive as possible a situation for its residents and the community

This item involves engaging the neighborhood and initiating communication to begin the long process of relationship-building. Through the community outreach process, it was made clear to all that the relationship between this neighborhood and the City needed attention. This was expressed by participants in terms of derelict landlords, crime prevention and affordable housing. The City will engage the neighborhood through an initial workshop that helps the neighborhood: a) identify the neighborhood's issues and priorities; b) understand the neighborhood's role and opportunities as part of Downtown revitalization; c) work with the City and other agencies to pursue grants for specific tasks on the neighborhood's Agenda for Revitalization; and, d) establish communication for long-term relations. Subsequent to the initial workshop, the City will work with the neighborhood to follow up on the neighborhood's agenda for revitalization accordingly.

\$30,000

EN-2 Community Preservation and Support

Purpose - To eliminate non-compliance with requirements regarding health, safety and zoning that are negatively affecting the livability and appeal of individual buildings and properties as well as that of the entire East Newhall neighborhood as a whole

Pursuant to all applicable codes, the City will cite landowners with substandard and deteriorated properties as identified in the community outreach process by residents. The City will identify team of dedicated staff from the Planning and Economic Development Department to address this item.

\$30,000

EN-4 Development Code-Directed Infill, supported by Formal Design Review for Quality

Purpose - To ensure that the qualitative aspects of development are consistent with the community's vision for Old Town

Through careful, thorough and swift design review that raises the quality level of new projects, the investments made in East Newhall, and Old Town, will create and sustain value. This is to be accomplished by using the services of a designated staff member or architectural consultant to review proposed developments and advise the applicant and City accordingly. The cost of this measure should be incorporated into a review fee payable by those proposing development as part of the process.

\$30,000

CIVIC BUILDINGS AND INITIATIVES (CIV)

CIV-4 Civic Building at 3rd and Main

Bringing families and their children to Old Town Newhall from throughout greater Santa Clarita makes the most of an area which is currently perceived as without character and without draw from the rest of Santa Clarita. A museum, and in particular, such an institution such as a Children's Museum would anchor the southern portion of Old Town Newhall in a way that normal retail or commercial activity would not. Additionally, the proposed location for such a civic and cultural site relates in a strong manner to the existing Hart Park entrance, visually repairing what is currently not a very noticeable or inviting situation. The museum itself consists of up to 26,000 square feet distributed over two stories in up to 2 buildings organized around 1 to 2 courtyards. Parking is addressed by nearby on-street spaces and the Park Once garage on the block to the north.

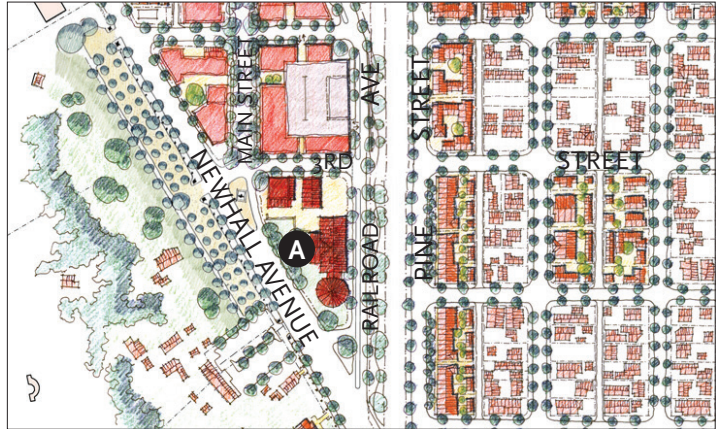
\$5,800,000

CIV-5 Hart Park Gateway on Newhall Ave Frontage

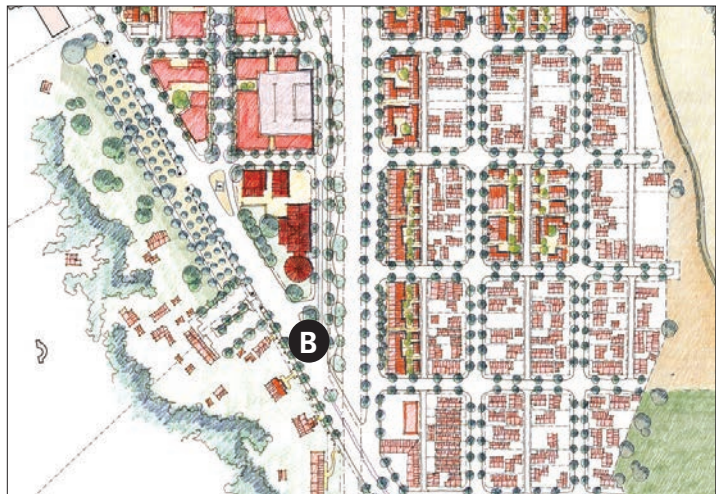
Purpose - To reconnect Hart Park with Old Town and further enhance Old Town

This component of the Plan is the repair visually and physically of the way that William S. Hart Park interfaces with Old Town Newhall along a portion of Main Street and along Newhall Avenue. The status of this relationship potentially affects people's perceptions, and decisions, about the real estate fronting the Park. In addition, the Park stands to benefit in the way of increased visitation from Old Town users. The scope of improvements aimed at changing the perception of William S. Hart Park as isolated a place from the rest of Old Town Newhall is minor in comparison to the other components of the Plan but would be substantive enough to effect the positive development of the entire downtown area. UPDATE: The project is complete.

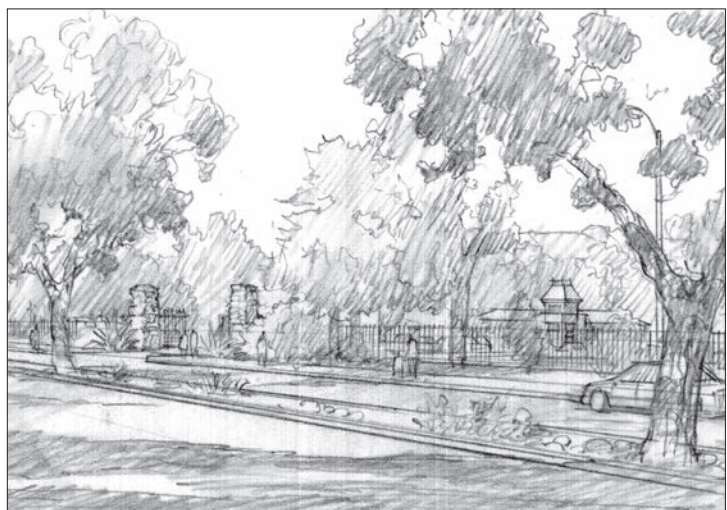
\$275,000



A. Civic Building at 3rd and Main Streets



B. Hart Park Gateway-Frontage



William S. Hart Park Gateway viewed from Main Street at Newhall Avenue

CHAPTER 3 : IMPLEMENTATION

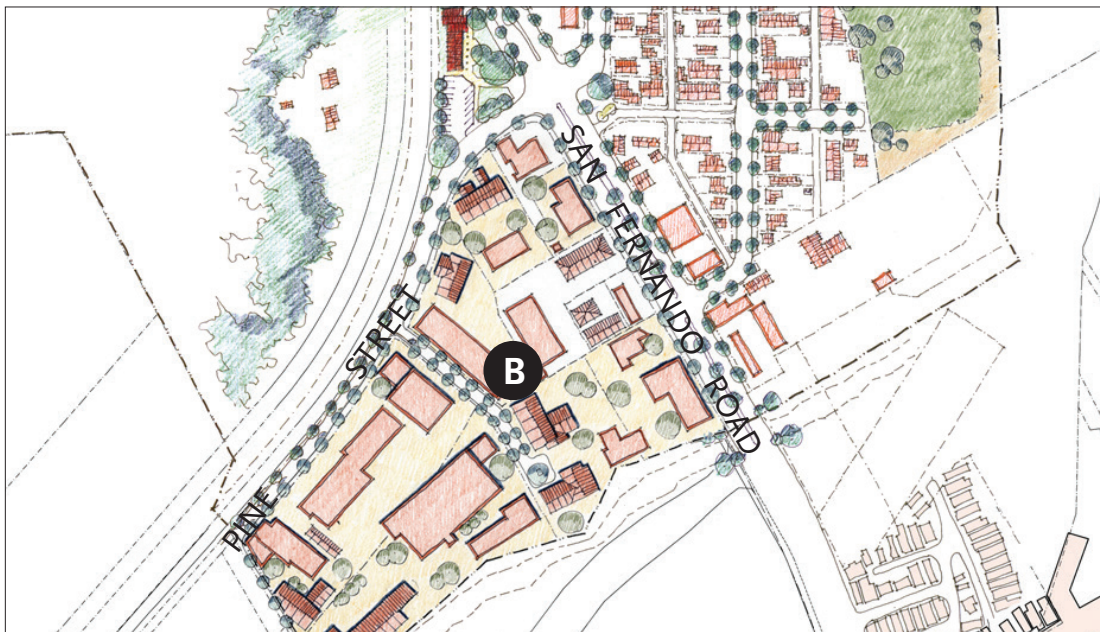
PHASING STRATEGY: PHASE 3B 2022-25 CONT'D

CIV-7 Creative Industry

Purpose - To provide the region with an environment for creative types of industry and related activities

Production in the arts, culture and entertainment industry is one of the most dynamic segments of the Los Angeles County economy. Frequently, persons in these industries are seeking large-scale industrial live/work space that can serve flexibly as workshops, design, exhibition space and as a primary residence. Creative industries are compatible with existing industrial activities but suitable locations that recognize this as a compatible land use are scarce. The existing industrial tracts to the east of Pine Street, south of the railroad tracks, represent a key opportunity to provide space for these activities in a manner that would attract tenants from throughout the region. The recognition of the need for this space in development codes is often sufficient impetus for the development of a market for live/work space.

\$15,000,000



B. Creative Industry at southwest corner of Pine Street and Newhall Avenue

CIV-8 Billboard Abatement

Purpose - To generate a civic realm to enhance the commercial and residential components of Old Town Newhall

As it relates to aesthetics, the issue of removing billboards is as important to Old Town Newhall as is the relocation of existing utilities below ground. To this end, a similar program is to be established for the Specific Plan area. The details of the program are to be developed and tailored to the City's ability to pursue the abatement of these structures. At a minimum, such a program needs to: a) provide a clear purpose and intent for the removal of billboards (including what is considered to be a billboard), b) identify all billboards within the Specific Plan area that will be subject to the program, and c) provide a financial rationale and method for pursuing and achieving the removal of billboards.

\$750,000

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM-3c Provide ride-sharing services

This measure establishes the program to provide such services as a carpool and vanpool incentives, customized ride-matching services, a Guaranteed Ride Home program (offering a limited number of emergency taxi rides home per employee), and an active marketing program to advertise the services to employees and residents.

\$10,000

TDM-3d A Transit Resource Center

This measure establishes the program to provide a storefront office that provides personalized information on transit routes and schedules, carpool and vanpool programs, bicycle routes and facilities and other transportation options. The center would also house the Transportation Improvement District's staff, and would take responsibility for administering and actively marketing all demand management programs. Parking operations and administration could be housed here as well and could either be in City Hall or preferably on Main Street.

\$30,000

TDM-3i Car-sharing

This measure establishes the program to provide companies such as “City Carshare” with the opportunity to provide car rentals by the hour, using telephone and Internet based reservations systems to allow their members to make hassle-free rentals. This strategy has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. However, because these programs work best in fully built out, mature districts, they should be seen as a longer-term strategy to be implemented later.

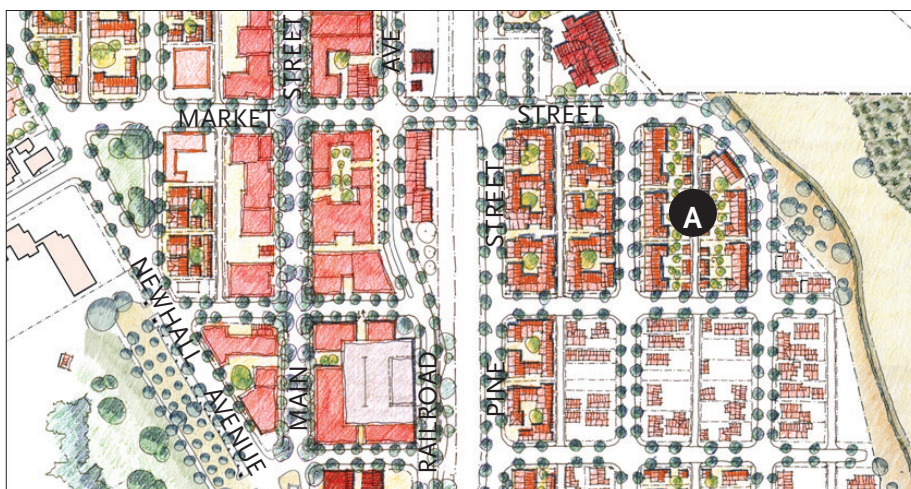
\$10,000

TRANSIT ORIENTED HOUSING

TOD-2 Block 33

In addition, the parcels immediately east of the Metrolink station represent a critical opportunity for transit-oriented development within the neighborhood for about 100 to 200 dwellings. A growing demand for market rate housing within the Santa Clarita Valley along with the need to provide a diversity of housing stock within the market, combine to make this location a very attractive site for private investment. A diverse set of housing types such as courtyard housing or row houses, along with limited, ground floor, community-serving retail on this site will positively influence residential values throughout East Newhall and will generate ongoing activity within the downtown.

Block 33 - \$10,200,000



A. TOD potential near Jan Heidt Metrolink Station

CHAPTER 3 : IMPLEMENTATION

PHASING STRATEGY: PHASE 3B 2022-25 CONT'D

STORMWATER MANAGEMENT (SM)

Purpose - To improve the environmental and aesthetic performance of the frontage along William S. Hart Park

SM-6 Newhall Avenue Bioswale

This project involves two components which, for efficiency purposes, must be done together:

SM-6a Remove Existing Concrete Swale

This project prepares the area (approximately 1,000 linear feet) for the installation of the bioswale and planting.

\$35,000

SM-6b Install Riparian Plant Material in Bioswale

This project completes the bioswale.

\$80,000

STREET IMPROVEMENTS

These next two street improvement projects will connect the south segment of Newhall Avenue and two pedestrian / bike paths in a north-south manner with the community.

SI-8 Bike Path from Pine Street to 13th Street along Railroad Tracks

A paved bicycle and pedestrian path (minimum 8 feet wide) will be added on the east side of the railroad right-of-way and switching to the west side of the tracks north of 13th Street. This path will link Newhall to the City's existing trail network. This 'rail-trail' will require the relocation of the existing fence to ensure that the trail is separated from the railroad tracks by an effective barrier.

\$1,767,900

SI-9 Creekside Bike and Pedestrian Path

A paved bicycle and pedestrian path will follow the creek, providing a quiet route which joins the neighborhood to Creekside Park, the Jan Heidt Metrolink Station and the City's wider pathway system.

\$766,752

SI-10 Equestrian/Pedestrian Bridge over Newhall Creek at Market Street

Purpose - To further connect the Placerita Canyon neighborhood and Masters' College with Old Town Newhall

This project provides an all-weather connection for the existing equestrian and pedestrian trail between Masters' College and Market Street. The difference in grades is challenging and has not been studied in precise detail. For the purposes of this Specific Plan, the following budget estimate includes acquisition of the necessary right-of-way, the installation of a pre-fabricated 'recreational' type of bridge and allowances for planting and signage.

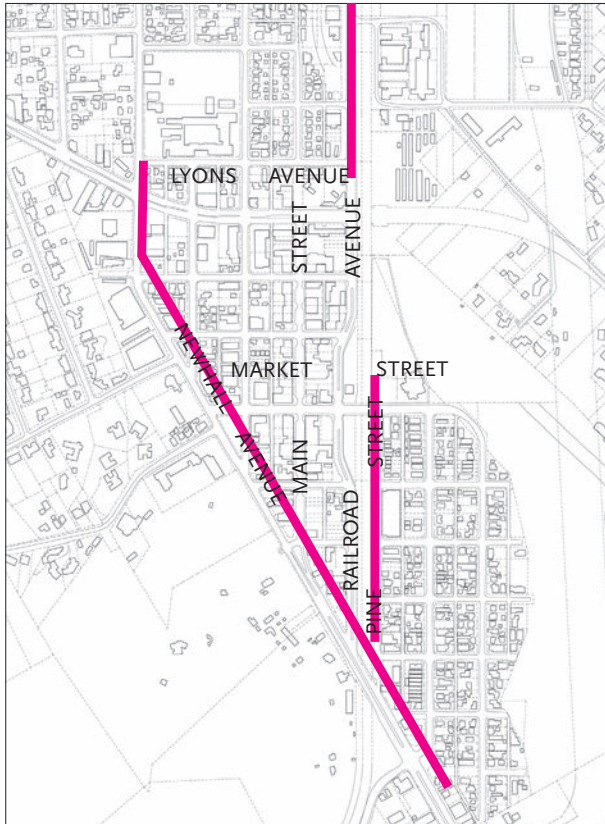
\$1,859,850

UTILITIES (U)

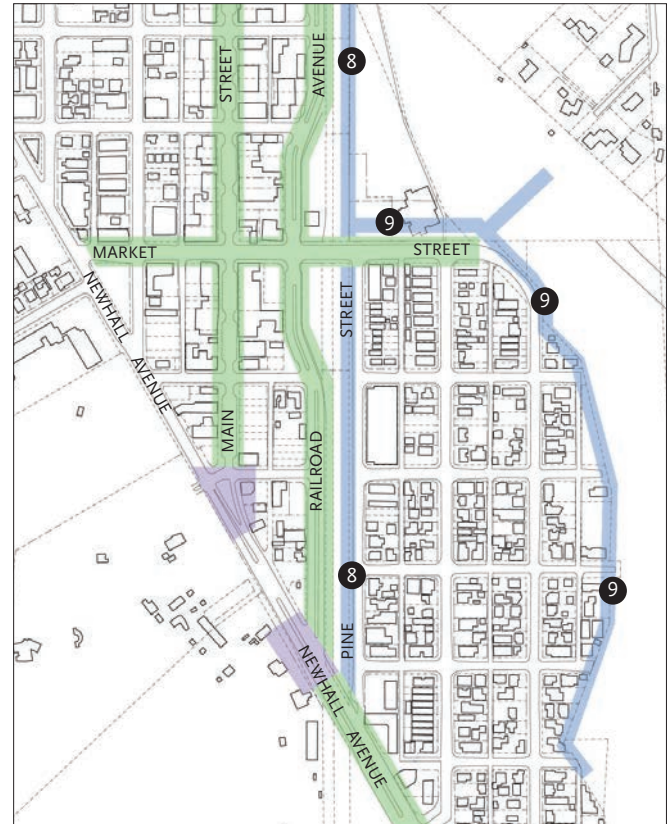
U-4 Pine Street: Sewer from South Specific Plan boundary to Park Street

A new 15-inch sewer line will be installed in existing right of way to serve Phase 3 development and improve existing conditions.

\$81,000



Projects RU-3, 5: relocation of utilities in below-grade facilities



Projects SI-8, 9, and 10 to create community-wide connections

RELOCATION OF UTILITIES (RU)

Purpose - To relocate overhead utilities in below-grade facilities to eliminate hazards and to improve aesthetics

The following projects are for the identified street segments but need further adjustment for specific connection and location input from the appropriate utility providers.

RU-3 Newhall Avenue from Lyons Avenue to south Plan boundary

This project relocates the overhead utilities on both sides of this street in underground facilities. This project should be coordinated with the Hart Park Gateway and bioswale improvement projects.

\$1,200,000

RU-5 San Fernando Road from 13th Street to Lyons Avenue

This project addresses the north entry to Old Town Newhall and relocates overhead utilities on both sides of this street into underground facilities. This project involves coordination with Caltrans and the Flood Control District due to the presence of facilities that each agency controls being in the project area.

\$425,000

CHAPTER 3 : IMPLEMENTATION

INFRASTRUCTURE

Purpose - This section describes the utility system that serves the Specific Plan area as well as identifying the necessary improvements to the system as a result of the Specific Plan. The following subjects are addressed: Water Supply, Sewage Disposal, Storm Drainage, Emergency Services, and, Energy and Resource Conservation. Additionally, the subject of incrementally installing overhead power and cable lines into underground facilities is addressed here as it relates to the utility system, although it will not need improvement in the same way that other components may require.

3.2 - Water Supply

Existing Conditions - The Plan area is served by a series of 8- and 10-inch diameter lines which are adequate for the current demand.

Proposed Improvements - To support the proposed development program in the Specific Plan, the following improvements are necessary:

- (a) Main Street: 10-inch line (2,050 linear feet) from 5th to Lyons Avenue

3.3 - Sewage Disposal

Existing Conditions - The Plan area is served by 3 major trunk lines which are located in the following rights-of-way:

- (a) Newhall Avenue: 10-inch diameter line
- (b) Walnut Street: 18-inch diameter line
- (c) Main Street: 8-inch diameter line

These lines join at the intersection of Walnut and 16th Streets, far west of the Plan area boundary. From this point, a 21-inch diameter line goes under the south fork of the Santa Clara River where it connects to a 15-inch diameter line from Los Angeles County Sewer District 32.

Proposed Improvements - To support the proposed development program in the Specific Plan, the following improvements are necessary:

- (a) Pine Street: southwest plan boundary to Newhall Avenue: 15-inch diameter line (along the frontage of the properties to be zoned Creative District)

3.4 - Storm Drainage

The following section only addresses underground infrastructure issues. Please refer to Section 2.3.C for surface storm water strategies and policies.

Existing Conditions - The Plan area is served by 3 major trunk lines in the following rights-of-way which are described below:

- (a) Along Newhall Avenue
 - (a1) Main Street to Market Street: 54-inch diameter line
 - (a2) Market Street to 9th Street: 75-inch diameter line
 - (a3) 9th Street to Lyons Avenue: 78-inch diameter line
 - (a4) Lyons Avenue to 13th Street: 78-inch diameter line
 - (a5) 13th Street to South Fork of Santa Clara River: 8 x 7.5 foot, box-culvert

- (b) Along Railroad Avenue
 - (b1) 15th Street to Market Street: 18-inch diameter line
 - (b2) Market Street to Newhall Avenue: 24-inch diameter line

- (c) Along Main Street
 - (c1) Lyons Avenue to Newhall Avenue: 36-inch diameter line

Proposed Improvements - To support the proposed development program in the Specific Plan, the following improvements are necessary:

- (a) Main Street: 24-inch line (1200 linear feet) from Lyons Avenue to Market Street
- (b) Main Street: 18-inch line (850 linear feet) from Market Street to 5th Street

3.5 - Emergency Services

Existing Conditions - The Old Town Newhall Specific Plan area is served by Fire and Police service within the City of Santa Clarita.

(a) Emergency Response

An emergency preparedness coordinator was hired by the City in December 1989. The coordinator's main task is to develop an emergency response plan for submittal to the State Office of Emergency Services (OES). This "Multi-Hazard Functional Plan" addresses the City's preparedness, response, recover, and mitigation in the event of a major disaster. Such disasters include a major earthquake, hazardous materials incident, flooding, dam failure, national security emergency, transportation incident, and major fires in either the wildland or urban areas.

Besides developing the City's Multi-Hazard Functional Plan, the emergency preparedness coordinator is also responsible for coordinating federal, state and local agencies in response and recovery, education and training in the City, and arranging for the City's emergency operating center which is located at City Hall.

(b) Fire

The area is served by Fire Station 73, located at 24875 N. Railroad Avenue. this station provides a 4-person engine company and a 2-person paramedic squad. The entire Specific Plan area is within a 5-minute response time of the Fire Station. Current plans for the adjacent Gate-King development call for another Fire Station being built to serve it and the surrounding area.

Proposed Improvements - Through the development review process, each project proposal will be required to pay the applicable share of developer fees toward its responsibilities for emergency services, per the City of Santa Clarita's developer-fee ordinance.

(c) Police

Through a contract with the City of Santa Clarita, the City and the Specific Plan area are served by the Los Angeles County Sheriff's Department. In Newhall, the Sheriff's Department operates a substation that serves the community. This substation is located within the Community Center located in Downtown on Main Street between 8th and 9th streets. The Community Center is being replaced by a new building which, at the time of this writing, is nearly complete. The new Community Center is located at 22421 Market Street, adjacent to the Jan Heidt Metrolink Station.

CHAPTER 3 : IMPLEMENTATION

INFRASTRUCTURE

Proposed Improvements - Sheriff Substation in Community Center-The existing Substation will be relocated to the new Community Center being built at the north end of Market Street. The new Substation will consist of 150 square feet of office space and serves the neighborhood both in physical proximity and in its combination with the community services held in the building throughout the week. The relocation is complete.

All development and land use activity proposals will be reviewed by Emergency Service staff to ensure that the appropriate requirements are applied.

3.6 - Energy and Resource Conservation

Existing Conditions - While there may be individuals taking steps in their own businesses or properties to do such conservation, it is not evident, as of this writing, as to the extent of such activity. Therefore, this discussion focuses on complying with the General Plan's provisions toward energy and resource conservation.

Proposed Improvements - The Specific Plan, through its individual policies and requirements, promotes the General Plan's policies about Energy and Resource Conservation as identified on page OS-36 in the City of Santa Clarita General Plan.

3.7 - Relocation of Utilities below Ground

Existing Conditions - The Specific Plan area is served almost entirely by above-ground electrical and telephone utilities with the exception of recent improvements near the Jan Heidt Metrolink Station.

Proposed Improvements

(a) Plan-wide System

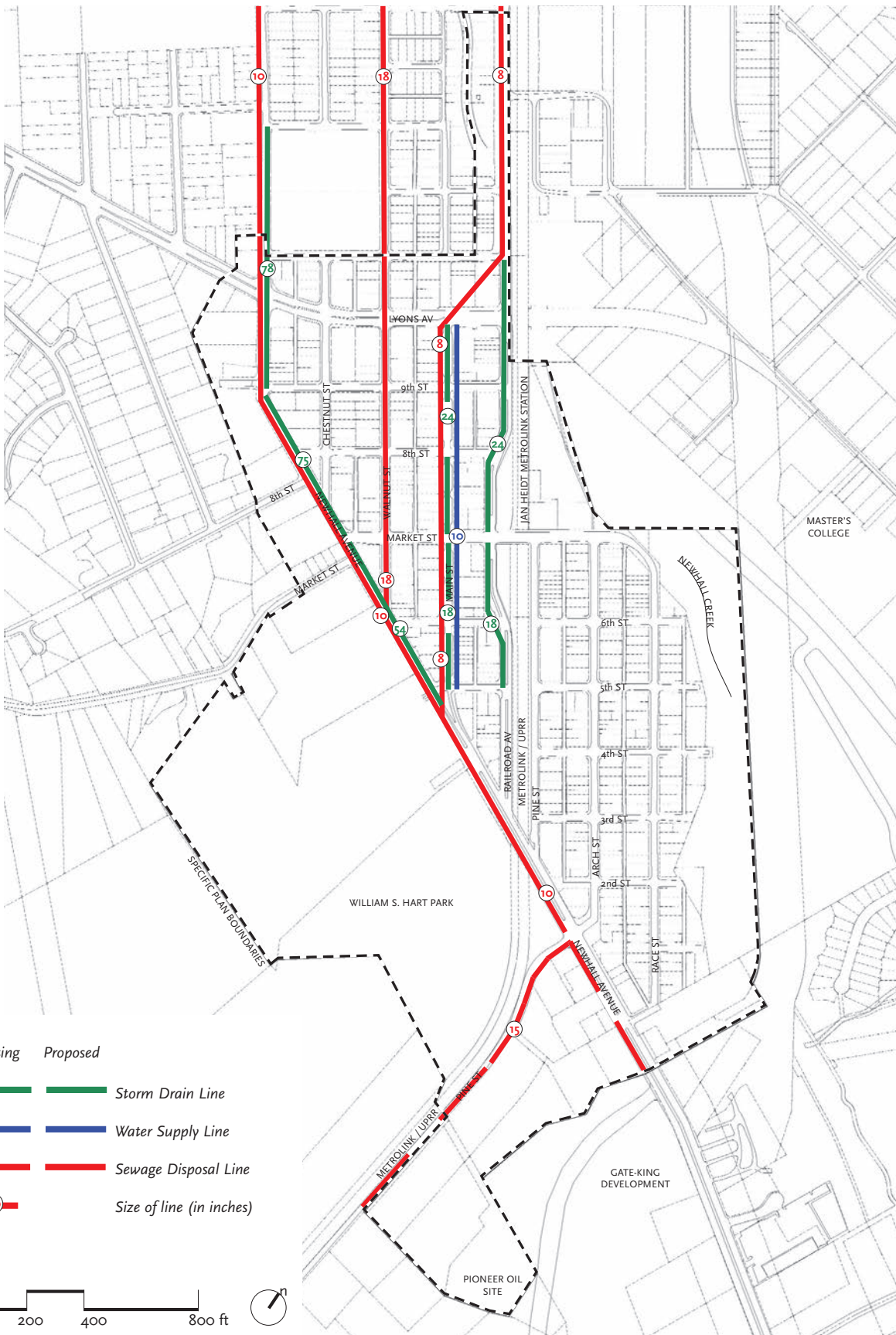
No improvements to this system are needed for the Specific Plan.

(b) Individual Projects (private and public)

For several reasons, most notably the ability to better secure such utilities from damage, all new development that is subject to this Specific Plan will comply with the City's requirements for installing such utilities in underground facilities (City of Santa Clarita UDC, Section 17.15.020 D.3). Further, all such utilities would be better served by being installed below ground.

Regarding projects that do not involve private property, as the time comes to modify a portion of the street or streetscape that represents enough for efficiency purposes, the project will comply with the City's requirements for installing such utilities in underground facilities.

The above applies only to overhead utilities of 34KV or less in size. See Implementation Phases 1 and 3 for specific improvement projects.



CHAPTER 4 : THE CODE

4.1 - Applicability of Old Town Code

4.1.010 - Purpose

This Chapter of the Old Town Newhall Specific Plan provides detailed regulations for development and land uses within the specific plan area and describes how these regulations will be used as part of the City of Santa Clarita's development review process. This "Old Town Code" is intended to provide for the continuing evolution of Old Town Newhall into a place where:

- A. A mixture of land uses including shops, workplaces, residences, and civic buildings are within walking distance of one another;
- B. Streets are attractive to pedestrians and also accommodate the needs of cyclists and automobiles; and
- C. New and remodeled buildings work together to define the pedestrian-oriented space of the public streets within the downtown area, and that are harmonious with each other and the desired character of the downtown area as described in this specific plan.

4.1.020 - Applicability of Development Code Standards

Proposed development, subdivisions, and new land uses within the specific plan area shall comply with all applicable requirements of this Old Town Code, as follows:

- A. **Regulating Plan.** The Regulating Plan (Section 4.2.020) defines the zones within the specific plan area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.
- B. **Urban standards.** The Urban Standards in Chapter 4.2 regulate the features of buildings that affect the public realm. The urban standards regulate building placement, height, and façade design, and vary according to the zone for the parcel applied by the Regulating Plan. Proposed development and land uses shall comply with all applicable standards in Chapter 4.2.
- C. **Land use standards.** Section 4.2.020 identifies the land use types allowed by the City in each of the zones established by the Regulating Plan. Each parcel shall be occupied only by land uses identified as allowed within the applicable zone by Section 4.2.020, subject to the type of City approval required by Section 4.2.020 (for example, Development Review, Conditional Use Permit, etc.).
- D. **Relationship to Unified Development Code.** This Old Town Code is intended to supplement, and in some cases replace, the requirements of the City's Unified Development Code, Titles 16 and 17 of the Santa Clarita Municipal Code. The provisions of this Old Town Code supersede regulations in the Unified Development Code on the same topic (for example, the requirements for numbers of parking spaces in Chapter 4.2 supersede the parking space requirements of the Unified Development Code), but otherwise applicable requirements of the Unified Development Code that are not covered by this Old Town Code apply to development within the Specific Plan area. While the Old Town Code supersedes certain sections of the Unified Development Code (UDC), where not expressly superseded, the reviewing provision of other sections of the UDC remain in effect, including but not limited to those sections pertaining to Variances, Adjustments, Conditional Use Permits, Minor Use Permits, Home Occupation Permits, etc. If a conflict occurs between a requirement of this Old Town Code and the Unified Development Code, the provisions of this Old Town Code shall control.

E. Effect on existing development and land uses. Development and land uses that were lawfully established, and exist within Old Town Newhall as of the effective date of this specific plan are affected by this Old Town Code as follows:

1. Existing development and land uses that comply with all applicable requirements of this Old Town Code shall continue to operate, and may be altered or replaced, only in compliance with this Old Town Code.
2. Development or a land use that does not comply with the requirements of this Old Town Code may continue to operate, and may be sold or otherwise transferred in compliance with the City's regulations for nonconformities in Unified Development Code Chapter 17.05, with the exception that all legal, non-conforming uses shall expire if the use is discontinued for more than 60 days. An example of this circumstance would be a lawfully established existing land use that is not allowed by this Old Town Code in the applicable zone, or an existing building that does not comply with the setback requirements or height limits of this Old Town Code.
3. Development or a land use that was nonconforming with respect to the requirements of the City's Unified Development Code that applied before the adoption of this specific plan, and also does not comply with the requirements of this Old Town Code, may continue to operate, and may be sold or otherwise transferred in compliance with the City's regulations for nonconformities in Unified Development Code Chapter 17.05, with the exception that all legal, non-conforming uses shall expire if the use is discontinued for more than 60 days. An example of this circumstance is automotive uses, which were prohibited in Old Town Newhall as of 1998 by an amendment to the Unified Development Code.

F. Effect on properties designated for civic buildings or parking structures. A property designated by the Regulating Plan as a potential site for a civic building or parking structure may continue to be used as follows:

1. Existing land uses and development may continue on the site in compliance with Subsection E., above (Effect on existing development and land uses);
2. The property owner may choose to propose new development and land uses in compliance with this Old Town Code; and
3. The property owner may choose to work with the City to develop the proposed public facility.

4.1.030 - Administration

The standards and other requirements of this Old Town Code shall be administered and enforced by the City of Santa Clarita Community Development Department, Planning Commission, and City Council in the same manner as the provisions of the City's Unified Development Code.

4.1.040 Code Organization and Use

The following diagram illustrates the three general types of land use or development actions and the corresponding process associated with implementing the plan. Generally, there are three categories of land use development action as follows:

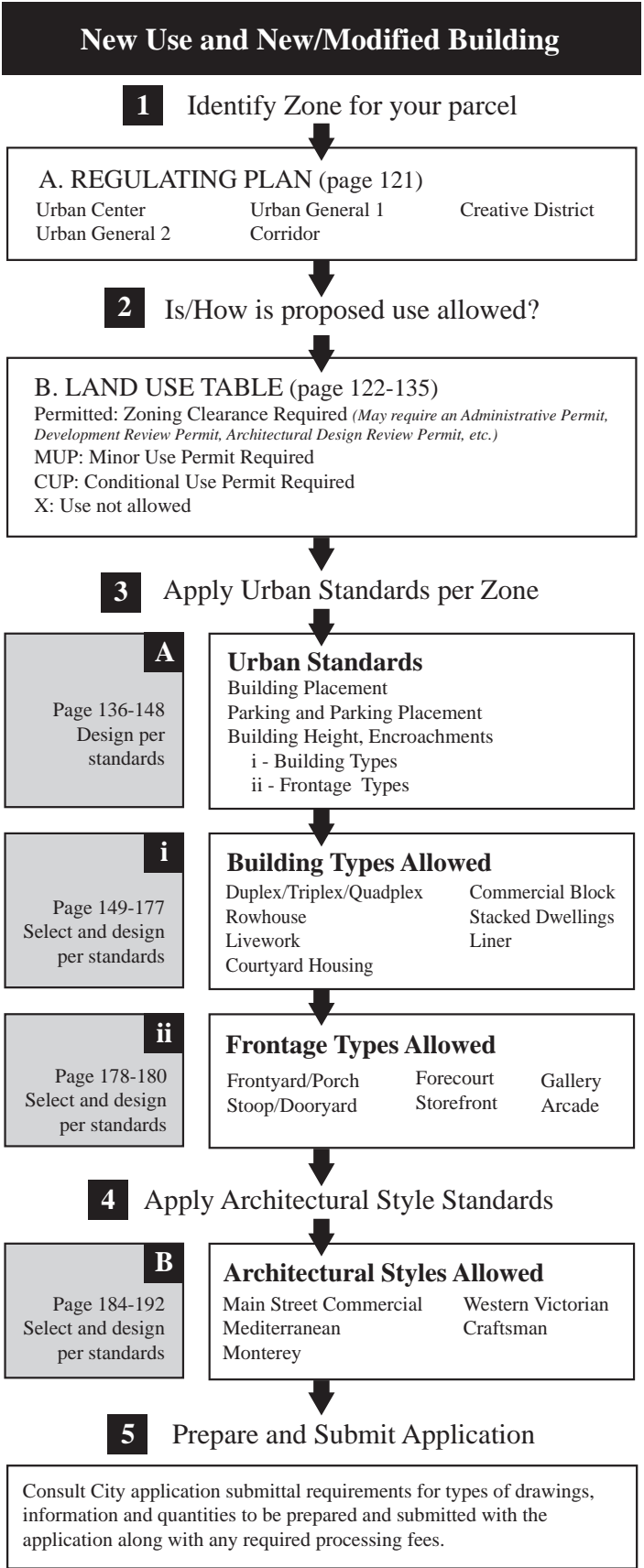
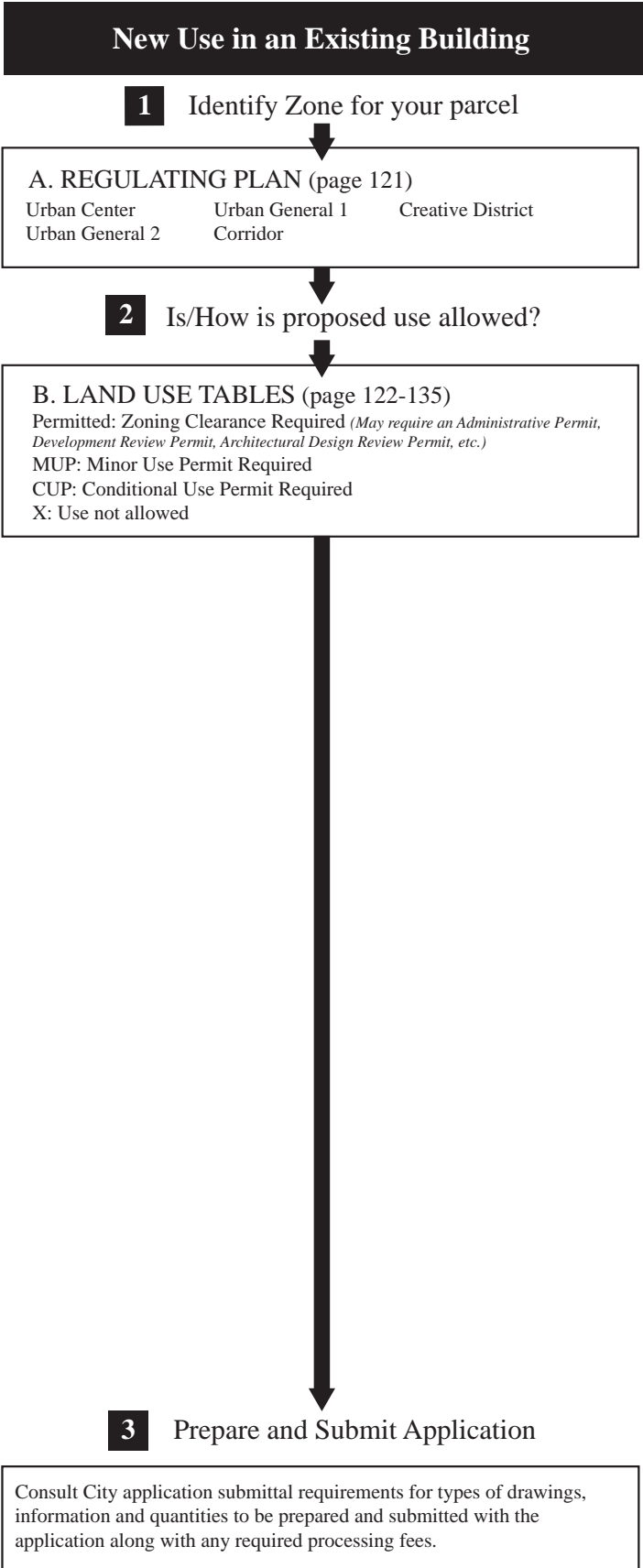
1. a new use in an existing building
2. a new use and new or modified building on a site less than 2 acres, and
3. development on parcels 2 acres or larger

4.1.050 Native American Tribal Consultation

In accordance with Assembly Bill 52:

- The City of Santa Clarita will notify the Fernandeño Tataviam Band of Mission Indians of all Old Town Newhall Specific Plan projects that involve soil disturbances, as complete applications for such projects are received.
- All activities/projects requiring an Initial Study performed under the Old Town Newhall Specific Plan shall file a Consultation Application with the Fernandeño Tataviam Band of Mission Indians.

CHAPTER 4 : THE CODE



Development of 2 acres or more

1 Identify Zone for your parcel

A. REGULATING PLAN (page 121)

Urban Center
 Urban General 2
 Urban General 1
 Corridor
 Creative District

2 Is/How is proposed use allowed?

B. LAND USE TABLE (page 122-135)

Permitted: Zoning Clearance Required (*May require an Administrative Permit, Development Review Permit, Architectural Design Review Permit, etc.*)

MUP: Minor Use Permit Required
 CUP: Conditional Use Permit Required
 X: Use not allowed

3 Apply Subdivision Standards

A

Page 180-184
 Design per standards

Subdivision Standards

Blocks and Streets
 Lots and Projects

4 Apply Urban Standards per Zone

A

Page 136-148
 Design per standards

Urban Standards

Building Placement
 Parking and Parking Placement
 Building Height, Encroachments
 i - Building Types
 ii - Frontage Types

i

Page 149-177
 Select and design per standards

Building Types Allowed

Duplex/Triplex/Quadplex
 Rowhouse
 Livework
 Courtyard Housing
 Commercial Block
 Stacked Dwellings
 Liner

ii

Page 178-180
 Select and design per standards

Frontage Types Allowed

Frontyard/Porch
 Stoop/Dooryard
 Forecourt
 Storefront
 Gallery
 Arcade

5 Apply Architectural Style Standards

B

Page 184-192
 Select and design per standards

Architectural Styles Allowed

Main Street Commercial
 Mediterranean
 Monterey
 Western Victorian
 Craftsman

6 Prepare and Submit Application

Consult City application submittal requirements for types of drawings, information and quantities to be prepared and submitted with the application along with any required processing fees.

CHAPTER 4 : THE CODE

4.2 - Urban Standards

4.2.010 - Regulating Plan and Zones

A. Purpose. This Section establishes the zones applied to property within the Specific Plan area by the Old Town Regulating Plan. The Regulating Plan may also be referred to by its two primary elements: the zoning map and the permitted use charts (Table 4-1). The Regulating Plan divides the Specific Plan area into separate zones that are based on a transect of intensity that ranges from the most urban types of development and land use within the Specific Plan area to the least urban types, with most of the zones providing for a significant mixture of land uses within them.

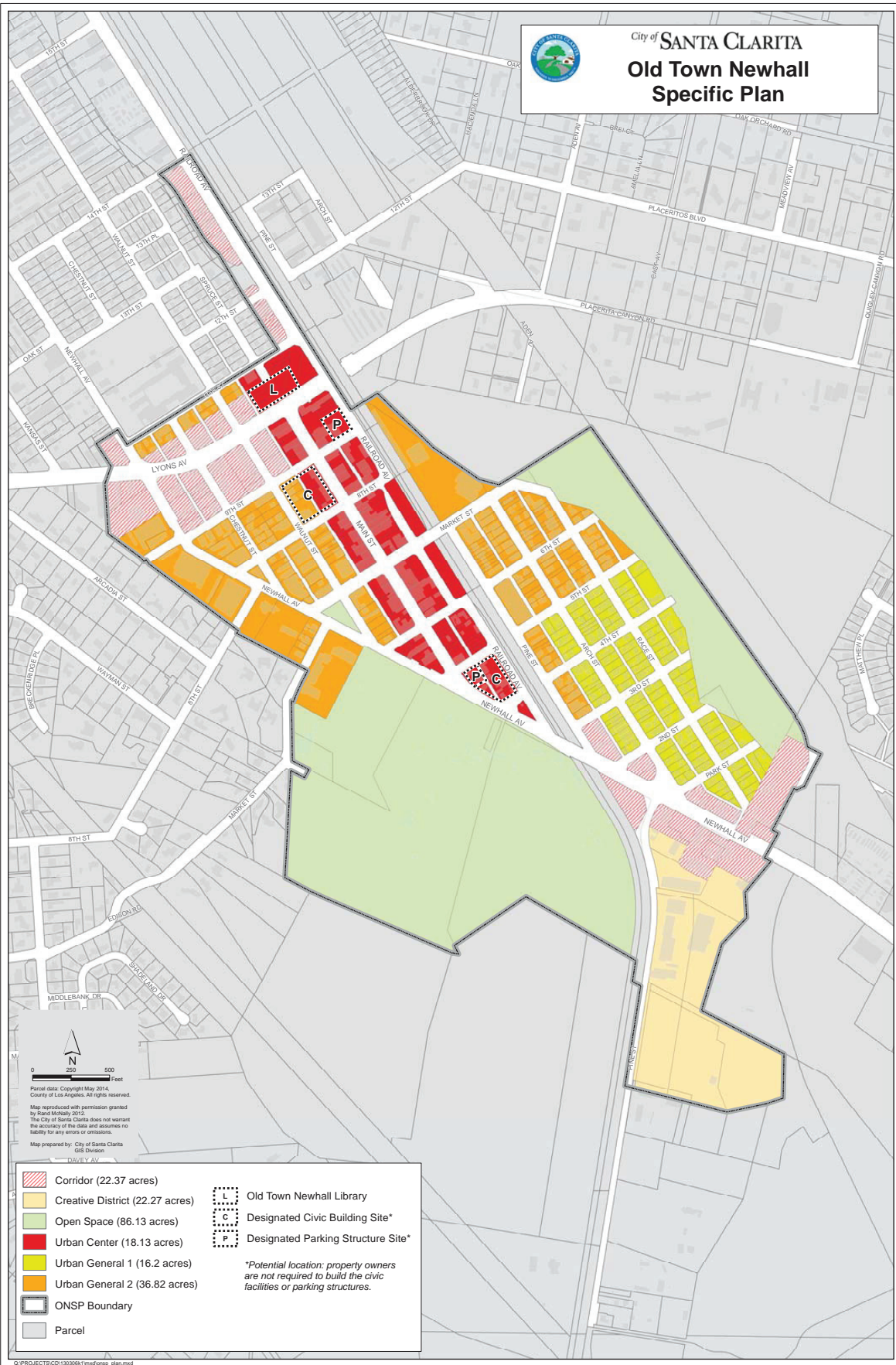
This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities. The use of zones based on “development intensity” instead of land use zones as the spatial basis for regulating development directly reflects the functions of, and interrelationships between each part of, the Specific Plan area. The zones also effectively implement the City’s urban design objectives for each part of the Specific Plan area, to establish and maintain attractive distinctions between each zone.

The zones of this regulating plan allocate architectural types, frontage types, and land uses within the Specific Plan area, as well as providing detailed standards for building placement, height and profile.

B. Zones established. The following zones are established by this Specific Plan, and are applied to property within the Specific Pan area as shown on the Regulating Plan.

- 1. Urban General 1 (UG-1).** The UG-1 zone is applied to areas appropriate for residential development and land uses at the edges of the downtown area, where the primary architectural type is the detached house on a variety of lot sizes. Streetscapes are of suburban character and the most landscaped in the Specific Plan area.
- 2. Urban General 2 (UG-2).** The UG-2 zone is applied to areas appropriate for a mixture of residential and low-intensity non-residential land uses, with architectural types limited to those that are compatible with the form of houses. This zone generally surrounds the Urban Center zone, providing a transition between the least dense and primarily single-family residential areas within the UG-1 zone, and the entirely urban character of the Urban Center. Streetscapes are of urban character, but designed to provide a pleasant transition between the hardscape of the Urban Center and the more heavily landscaped streetscapes of the UG-1 zone.
- 3. Corridor (COR).** The COR zone is applied to portions of the Newhall, Railroad, and Lyons Avenue corridors within the downtown area appropriate for development types tolerant of a high traffic volume street, but that are also pedestrian-friendly, and designed to create a built character consistent with and complementary to the rest of Old Town Newhall. The architectural types allowed in this zone are less intensive, lower in height, and accommodate lower densities than those in the Urban Center, but also accommodate a mixture of land uses, including some housing. Streetscapes are of urban character and planted both to enhance the pedestrian experience on these busier streets, and to contribute to the identity of the entire downtown area.

4. **Urban Center (UC).** The UC zone is applied to the central portions of the downtown area appropriate for a wide range of land uses in buildings averaging two (2) stories in height, with lofts, towers, or penthouses providing visual articulation and variety. Additional height is permitted in instances where a full block is being developed. Ground floor uses include specialty retail and restaurants, and upper floors accommodate offices or residential units. Arts, restaurant, entertainment, and civic uses are encouraged, along with other uses that support the emerging Arts and Entertainment District. Auto-oriented uses are not appropriate in this zone. Street frontages throughout this zone are pedestrian-oriented, and defined by nonresidential building facades at the back of the sidewalk. Off-street parking is to be provided in public facilities (structures or surface lots) or located away from street frontages behind buildings, but may also be located on side streets with appropriate landscaping and screening from the street. Streetscapes are of urban character, and planted to enhance the pedestrian experience. Shops and restaurants are smaller in scale, generally between 1,500 and 5,000 square feet, supporting the distinct, eclectic identity of Old Town Newhall.
5. **Creative District (CD).** The CD zone is applied to properties along Pine Street southerly of Newhall Avenue that offer significant potential for a mixture of creative businesses and business incubation, in addition to current light industry. This zone benefits from Newhall Avenue access and its adjacency to the future industrial area to the east. Allowable architectural types emphasize office and/or shop buildings, which may be served by enclosed yards for outdoor activity. Streetscapes are of urban character, planted primarily to soften the appearance of industrial structures, activities, and traffic.
6. **Open Space District (OS).** The OS zone is applied to land designated as open space - principally to William S. Hart Park, the Veteran's Historic Memorial Plaza, and Creekview Park adjacent to Newhall Creek - and is subject to Open Space regulations of the Unified Development Code.



4.2.020 – Allowed Land Uses, Permit Requirements

- A. Allowable land uses.** A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 4-1 within the zone applied to the site by the Regulating Plan. Each land use listed in the table is defined in the glossary at the end of this Old Town Code (see Section 4.10). Additional information may also be found in the UDC for residential, commercial, industrial, and other use types. Specific UDC references are listed in both Table 4-1 as well as in the glossary. Unified Development Code references are prefaced with “UDC” while Old Town Newhall Specific Plan references are prefaced with “ONSP.” This nomenclature is used throughout this Old Town Newhall Code.
1. **Multiple uses.** Any one or more land uses identified by Table 4-1 as being allowable within a specific zone may be established on any parcel within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Code.
 2. **Use not listed.** A land use that is not listed in Table 4-1 is not allowed within the specific plan area, except as otherwise provided in following Subsection A.3. A land use that is listed in the table, but not within a particular zone, is not allowed within that zone.
 3. **Similar and compatible use may be allowed.** The Director may determine that a proposed use not listed in Table 4-1 is allowable through the process described in Chapter 17.04 of the Unified Development Code (Interpretations). Housing types and residential uses that are not allowed in a particular zone but are allowed on differently-zoned parcels immediately adjacent (such as across an alley or street), and that are deemed compatible by the Director of Community Development, may be allowed subject to the issuance of a Minor Use Permit.
 4. **Temporary uses.** Temporary uses are allowed within the specific plan area in compliance with the Temporary Use Permit requirements UDC Section 17.23.200 (Temporary Use Permit).
- B. Permit requirements.** Table 4-1 provides for land uses that are:
1. Permitted subject to compliance with all applicable provisions of this Old Town Code and in compliance with UDC Chapter 17.23 (Administrative Permit, Architectural Design Review Permit, Development Review Permit, etc.). These are shown as “P” uses in the tables;
 2. Allowed subject to the approval of a Minor Use Permit, and shown as “MUP” uses in the tables;
 3. Allowed subject to the approval of a Conditional Use Permit, and shown as “CUP” uses in the tables; and
 4. Not allowed in particular zones, and shown as an “X” in the tables.
- C. Standards for specific land uses.** Where the last column in Table 4-1 (“Specific Use Regulations”) includes a section number, the regulations in the referenced section of this Old Town Code or the UDC apply to the use. Provisions in other sections of this Old Town Code may also apply. The term “Use Standards” refers to the Unified Development Code.

Table 4-1

Allowed Land Uses¹ and Permit Requirements for Old Town Zones

AP	Administrative Permit required
CUP	Conditional Use Permit required
MUP	Minor Use Permit required
P	Permitted Use: an Administrative Permit, Architectural Design Review Permit, or Development Review Permit may be required
TUP	Temporary Use Permit required
X	Use not allowed

CHAPTER 4 : THE CODE

Residential Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Rooming House	X	P	X	X	X	
Caretaker Residence	X	P	P ²	P	P	
Dwelling, Multi-family Bungalow Court	X	P	X	X	X	ONSP 4.3.010
Dwelling, Multi-Family Courtyard Housing	X	P	P ³	P ³	X	ONSP 4.3.010
Dwelling, Multi-Family Duplex, Triplex, Quadplex	X	P	X	X	X	ONSP 4.3.010
Dwelling, Multi-Family Mansion Apartment	X	P	X	X	X	ONSP 4.3.010
Dwelling, Multi-Family Rowhouse	X	P	X	X	X	ONSP 4.3.010
Dwelling, Multi-Family Sideyard Housing	X	P	X	X	X	ONSP 4.3.010
Dwelling, Multi-Family Stacked Dwellings	X	MUP	P ³	P ³	X	ONSP 4.3.010 UDC 17.57.030
Dwelling, Single Family	AP	AP	X	X	CUP	ONSP 4.3.010
Family Day Care Home	P	P	X	X	X	
Home-Based Cottage Food Operation	AP	AP	AP	AP	AP	UDC 17.66.025
Home Occupation Business	P	P	P	P	P	UDC 17.65
Live/Work Units	X	MUP	P	P	P	ONSP 4.3.010, UDC 17.66.080
Mobile Home Park	CUP	CUP	X	X	X	
Residential Accessory Use or Structure	P	P	X	X	X	UDC 17.57.040
Residential Service/Care Home	P	P	X	X	X	

Residential Uses (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Second Unit/Carriage House	AP	AP	X	X	X	ONSP 4.3.010 UDC 17.57.040.L
Supportive Commercial Uses Serving the Local Area	X	X	X	X	X	UDC 17.42.010.15
Supportive Housing; Transitional Housing	P	P	CUP ²	CUP	CUP	

Restaurants/Food Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Bakery	X	X	P	P	P	
Banquet Facility	X	X	MUP	P	P	
Bar	X	X	CUP	CUP	CUP	UDC 17.66.020
Butcher Shop	X	X	X	X	X	
Catering Establishment	X	X	X	P	P	
Coffee Shop/Diner	X	X	P	P	P	
Delicatessen	X	X	P	P	P	
Outdoor Dining (in public right-of-way)	X	X	P ⁵	P ⁵	P ⁵	ONSP 4.7; 4.10
Restaurants, Limited or Full Service	X	CUP ⁶	P	P	P	
Restaurants with Accessory Alcohol Sales	X	X	AP	AP	AP	
Restaurants with Drive-Through	X	X	X	X	X	
Restaurants, Take Out/Delivery	X	X	P	P	P	
Wine Tasting Rooms, Wine Bars, Beer Gardens, or Micro Breweries	X	X	AP	AP	AP	UDC 17.66.020

CHAPTER 4 : THE CODE

Retail Uses⁷

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Antique, Collectible, or Vintage Clothing Store	X	X	P	P	X	
Apparel Boutiques	X	X	P	P	X	
Art Gallery	X	X	P	P	X	
Art Supply Stores	X	X	P	P	X	
Arts & Entertainment-Oriented Retail	X	X	P	P	X	
Artisan Goods, Furniture, and Specialty Stores	X	X	P	P	X	
Bicycle Shops	X	X	P	P	X	
Book Stores/Reading Rooms	X	X	P	P	X	
Building and Landscape Materials Sales	X	X	X	CUP	MUP	
Carpet and Flooring Stores	X	X	X	P	P	
Discount Stores	X	X	X	P	CUP	
Flower Shop/Florist	X	X	P	P	P	
Furniture, Appliance, and Equipment Store	X	X	X	P	CUP	
Garden Supply Store	X	X	X	P	X	
Gun Stores	X	X	X	X	CUP	
On-site production of items sold	X	X	P	P	P	
Hard Liquor Sales (Accessory Retail Use)	X	X	CUP	CUP	CUP	ONSP 4.10 UDC 17.66.020
Hobby Stores/Game Stores	X	X	P	P	X	
Jewelry Stores	X	X	P	P	X	
Liquor Store	X	X	X	CUP	CUP	UDC 17.66.020
Marijuana/Cannabis Sales	X	X	X	X	X	
Mercado	X	X	MUP	CUP	X	

Retail Uses⁷ (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Music/Musical Instrument Stores	X	X	P	P	P	
Neighborhood Market/Convenience Store	X	X	P	P	X	
Newsstand	X	X	P	P	X	
Outdoor Display and Sales ⁷	X	X	P	MUP	MUP	
Pawn Shops	X	X	X	CUP	X	
Pharmacies/Drugstores	X	X	X	P	P	
Retail Sales, General	X	X	X	P	P	ONSP 4.10
Retail Services	X	X	X	X	P	
Secondhand Stores	X	X	MUP	MUP	X	
Specialty Food Stores	X	X	P	P	X	
Specialty Retail Stores	X	X	P	P	X	
Sporting Goods Stores	X	X	P	P	X	
Stationary Stores	X	X	P	P	X	
Stores with Floor Area up to 6,000 square feet	X	X	P	P	P	
Stores with Floor Area between 6,000 and 20,000 square feet	X	X	MUP	P	P	
Stores with Floor Area 20,000 square feet or greater	X	X	X	MUP	MUP	ONSP 4.10
Swap Meets/Flea Markets	X	X	X	X	X	
Thrift Stores	X	X	CUP	CUP	X	
Tobacco Paraphernalia Stores	X	X	CUP	CUP	CUP	ONSP 4.10 UDC 17.11.020
Tourist/Visitor-Oriented Retail	X	X	P	P	X	
Toy Stores	X	X	P	P	X	
Vendors, Long Term	X	X	MUP	MUP	MUP	

CHAPTER 4 : THE CODE

Entertainment Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Adult Business ⁴	X	X	X	X	P ⁴	UDC 17.61
Gambling Uses	X	X	X	X	X	
Hookah Bar/Cigar Club	X	X	CUP	CUP	X	
Live Entertainment	X	CUP ⁶	MUP	MUP	MUP	
Live Entertainment, Accessory Background Music	X	X	P	P	P	
Nightclub	X	X	CUP	CUP	CUP	
Theater, Cinema or Performing Arts	X	CUP ⁶	P	P	P	

Services: Business, Financial, Professional

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
ATM	X	X	P	P	P	ONSP 4.10
Banks/Credit Unions	X	X	P	P	P	
Business Support Services	X	X	p ²	P	P	
Check Cashing/Currency Transfer Services	X	X	X	P	X	ONSP 4.10
Financial Services	X	X	p ²	P	P	
Professional Offices	X	p ⁶	p ²	P	P	

Services: General

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Call Centers	X	X	X	CUP	CUP	
Child Day Care: Large or Small Family Day Care Home	P	P	X	X	X	
Day Care Center: Child or Adult	MUP	MUP	X	MUP	MUP	
Drive-Through Service	X	X	X	X	X	
Equipment Rental (indoor only)	X	X	X	P	P	
Lodging: Bed & Breakfast Inn (B&B)	CUP	P	X	P	X	
Lodging: Hotel or Motel	X	X	P	P	CUP	
Maintenance Service: Client Site Services	X	X	X	X	P	
Mortuary, Funeral Home	X	X	X	P	P	
Personal Services	X	MUP ⁶	p ²	P	X	ONSP 4.10
Personal Services, Restricted	X	X	X	MUP	CUP	ONSP 4.10
Tattoo Parlors/Body Piercing Services	X	X	CUP	CUP	X	

Medical Services

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Counseling/Lifestyle Management	X	p ⁶	p ²	P	P	ONSP 4.10
Hospital Services	X	X	X	X	CUP	ONSP 4.10
Medical Marijuana Dispensary	X	X	X	X	X	
Medical Services: Clinic, Urgent Care	X	X	X	P	P	
Medical Services: Doctor Office	X	p ⁶	CUP	P	P	
Medical Services: Extended Care	X	MUP	X	X	CUP	
Rehabilitation Facility	X	X	X	X	CUP	

CHAPTER 4 : THE CODE

Education & Public Assembly Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Community Assembly	CUP	CUP	MUP	MUP	MUP	
Instructional School: Art, Dance, Martial Arts, Music, Tutoring, etc.	X	CUP ⁶	MUP	MUP	MUP	
Library, Museum	CUP ⁶	P	P	P	P	
School, Public or Private	CUP	CUP	CUP	CUP	CUP	

Vehicle Sales and Services

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Auto Supply and Accessory Store	X	X	X	X	MUP	
Carwash: Accessory Automated	X	X	X	CUP	X	ONSP 4.10
Motorcycle Sales and Services	X	X	X	X	MUP	
Fuel Sales (Expansion of Existing Uses Only)	X	X	X	CUP	X	ONSP 4.10
Vehicles Sales and Services, Prohibited	X	X	X	X	X	ONSP 4.10
Vehicle Storage (Indoor)	X	X	X	X	MUP	

Industry, Manufacturing & Processing, Wholesaling Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Artisan/Craft Product Manufacturing	X	X	X	P	P	
Assembly	X	X	X	X	P	
Auction Facilities	X	X	X	X	CUP	
Bottling Plants	X	X	X	X	P	

Industry, Manufacturing & Processing, Wholesaling Uses (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Cleaning and Dying Plants	X	X	X	X	P	
Construction Contractor/Contractor Storage Yard	X	X	X	X	X	
Crematory	X	X	X	X	X	
Distribution	X	X	X	X	P	
Distribution Showroom	X	X	X	X	P	
Food Processing	X	X	X	X	P	
Furniture Upholstering	X	X	X	X	P	
Furniture and Fixtures Manufacturing, Cabinet shop	X	X	X	X	P	
Laboratories	X	X	X	X	P	
Manufacturing/Processing, Heavy	X	X	X	X	X	
Manufacturing/Processing, Light	X	X	X	X	P	
Media Production: Office or Storefront Type	X	MUP ⁶	p ²	P	P	
Media Production: Soundstage Type	X	X	X	X	P	
Moving & Storage Facilities	X	X	X	X	CUP	ONSP 4.10 UDC 17.66.110
Printing and Publishing	X	X	X	P	P	
Recycling: Vending Machines as an Accessory Use	X	X	X	P	P	ONSP 4.10
Recycling: Collection of Trucks and/or Bins as an Accessory Use	X	X	X	MUP	MUP	
Research and Development	X	X	p ²	P	P	
Storage: Commercial Outdoor	X	X	X	X	X	
Truck Terminal	X	X	X	X	X	
Warehousing	X	X	X	X	P	

CHAPTER 4 : THE CODE

Recreation Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Children's Indoor Play Facility	X	X	X	MUP	MUP	
Commercial Recreation Facility, Indoor	X	CUP ⁶	MUP	P	P	ONSP 4.10
Commercial Recreation, Restricted	X	X	X	X	CUP	ONSP 4.10
Gambling Uses	X	X	X	X	X	
Health/Fitness Club	X	CUP ⁶	MUP	MUP	MUP	
Outdoor Sports and Recreation	X	X	X	X	CUP	
Recreation Facilities, Commercial	X	X	X	X	CUP	
Recreation Facilities, Residential	P	P	P	P	P	
RV Park/Campground	X	X	X	X	X	

Agricultural Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Horticulture: For Commercial Sale	X	X	X	MUP	MUP	ONSP 4.10
Horticulture: Residential Use Only	P	P	P	P	P	
Horticulture: Within Public Utility Easements	P	P	X	P	P	
Farmer's Market	TUP	TUP	TUP	TUP	TUP	
Plant Nursery	X	X	X	MUP	P	

Animal Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Animal Keeping: Small Animals	P	P	P	P	P	UDC 17.62.030
Animal Keeping: For Educational Purposes (Large or Small Animals)	MUP	MUP	X	X	X	
Animal Day Care	X	X	X	MUP	MUP	
Animal Uses, Prohibited	X	X	X	X	X	ONSP 4.10
Animal Uses, Restricted	X	X	X	X	CUP	ONSP 4.10
Feed and Tack Stores	X	X	X	CUP	CUP	
Grooming and Pet Stores	X	X	X	P	MUP	
Kennels	X	X	X	MUP	MUP	
Riding Trails	P	P	P	P	P	
Veterinary Clinic	X	X	X	P	P	
Veterinary Hospital	X	X	X	MUP	MUP	

Other Uses/Temporary Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Accessory Use	P	P	P	P	P	
Accessory Outdoor Storage for a Permitted Non-Residential Use	MUP	MUP	MUP	MUP	MUP	
Building Height in Excess of 35'	CUP	CUP	CUP ⁸	CUP ⁸	CUP ⁸	ONSP 4.10
Carports as Required Parking for Multifamily or Nonresidential Uses	X	X	MUP	MUP	MUP	ONSP 4.10
Carports as an Accessory Use to Required Parking for Single-Family Uses	AP	AP	AP	AP	AP	ONSP 4.10

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Other Uses/Temporary Uses (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Carports for Residential or Nonresidential Uses with Solar Panels	AP	AP	AP	AP	AP	ONSP 4.10
Drive-through Service	X	X	X	X	X	ONSP 4.10
Holiday Sales	TUP	TUP	TUP	TUP	TUP	UDC 17.67
Incidental Services for Employees	P	P	P	P	P	
Off-Site Parking/Shared Parking	MUP	MUP	P	MUP	MUP	
Small Wind Energy Systems	P	P	P	P	P	UDC 17.66.120
Temporary Real Estate Offices	TUP	TUP	TUP	TUP	TUP	UDC 17.67
Temporary Residence, Less Than 12 Months	TUP	TUP	TUP	TUP	TUP	UDC 17.67
Temporary Residence, 12 Months or More	MUP	MUP	MUP	MUP	MUP	UDC 17.67
Temporary Uses	TUP	TUP	TUP	TUP	TUP	UDC 17.67
Valet Parking	X	X	AP	AP	AP	

Public and Semi-Public Uses

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Ambulance or Paramedic Dispatch	X	X	X	MUP	MUP	
Corporation Yards	X	X	X	CUP	MUP	
Flood Control Facilities	P	P	P	P	P	
Helipad	CUP	CUP	X	CUP	CUP	
Park and Ride Lots	X	CUP	CUP	CUP	CUP	
Parking Facility: Public or Commercial	CUP	MUP	P	P	P	UDC 17.51.060
Parks, Public and Private	CUP	CUP	CUP	CUP	CUP	

Public and Semi-Public Uses (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Preservation of Historical Landmarks	P	P	P	P	P	
Public Services, General	MUP	MUP	P	P	P	
Public Uses, Prohibited	X	X	X	X	X	
Transit Station or Terminal	X	CUP	CUP	CUP	CUP	
Utility Substations	CUP	CUP	CUP	CUP	CUP	

Wireless Facilities

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Wireless Telecommunications Facility, Less than 35 feet high	CUP	CUP	MUP	MUP	MUP	UDC 17.69
Wireless Telecommunications Facility, 35 feet in height or more	CUP	CUP	CUP	CUP	CUP	UDC 17.69
Wireless Telecommunications Facility, Flush-mounted	CUP	CUP	MUP	MUP	MUP	UDC 17.69
Wireless Telecommunications Facility, Co-located, non-substantial change not in the public right-of-way	P	P	P	P	P	UDC 17.69.030.F
Wireless Telecommunications Facility, Co-located, substantial change, originally approved as an MUP, not in the public right-of-way	MUP	MUP	MUP	MUP	MUP	UDC 17.69.030.F
Wireless Telecommunications Facility, Co-located, substantial change, originally approved as CUP, not in the public right-of-way, less than 50% cumulative expansion	MUP	MUP	MUP	MUP	MUP	UDC 17.69.030.F

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Wireless Facilities (continued)

Land Use Type	UG-1	UG-2	UC	COR	CD	Additional Regulations
Wireless Telecommunications Facility, Co-located, substantial change, originally approved as CUP, not in the public right-of-way, 50% cumulative expansion or more	CUP	CUP	CUP	CUP	CUP	UDC 17.69.030.F
Wireless Telecommunications Facility, in the public right-of-way, new or modification to existing wireless communications facility between 0' and 250' from any residential use or zone	X	X	X	X	X	
Wireless Telecommunications Facility, in the public right-of-way, new or modification to existing wireless communications facility greater than 250' from any residential use or zone	AP	AP	AP	AP	AP	

Key to Zone Symbols

- UG-1 Urban General 1
- UG-2 Urban General 2
- COR Corridor
- UC Urban Center
- CD Creative District

Notes:

¹A definition of each listed use type is in Unified Development Code Chapters 17.42 (Residential Use Types), 17.43 (Commercial Use Types), 17.44 (Industrial Use Types), 17.45 (Public and Semi-Public Use Types), 17.46 (Agricultural Use Types), 17.47 (Temporary Use Types), 17.48 (Accessory Structures and Uses Use Types), and 17.49 (Development Activities/Miscellaneous Use Types), except where a specific type is defined by Section 4.10 (Old Town Code Glossary/Definitions) of this Old Town Code.

²Except where permitted otherwise through the issuance of a Minor Use Permit, this use is allowed only on an upper floor or behind the primary ground floor use.

³Allowed only as part of a vertical mixed use project, with upper floor residential in a Commercial Block or Liner building type.

⁴Requires Adult Business Permit in compliance with UDC Chapter 17.61.

⁵Outdoor Dining only allowed subject to submittal requirements and license agreement with the City of Santa Clarita. See "Outdoor Dining (in public right-of-way)" in the glossary and ONSP Chapter 4.7 for more information.

⁶Use allowed only on streets that have existing businesses or that are adjacent to the Corridor and/or Urban Center zone. This provision is intended to provide flexibility for parcels adjacent to other commercial uses and is not intended to introduce commercial activities into neighborhoods that are primarily residential.

⁷Outdoor display of merchandise shall be permitted subject to an Outdoor Display Permit in accordance with Sections 4.2.050.E and 4.2.060.E of this code.

⁸A CUP is not required in certain instances where an entire block is under development or where a project is developed under the City's Mixed Use Ordinance. See the zoning descriptions for the COR, UC, and CD zones for more information.

4.2.030 - Urban General 1 (UG-1)

A. Intent

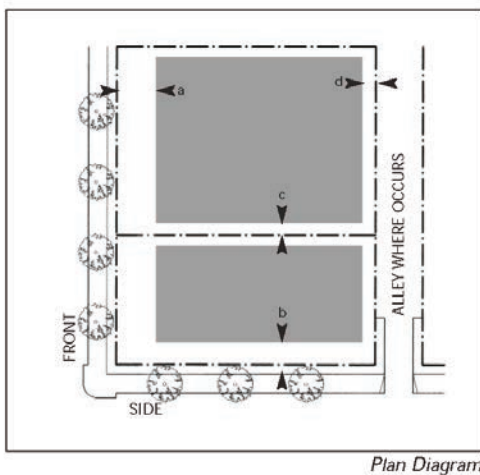
The UG-1 zone is applied to areas appropriate for residential development and land uses at the edges of the downtown, where the primary architectural type is the detached house on a variety of lot sizes. Streetscapes are of suburban character and are the most landscaped in the Specific Plan area.

B. Building Placement

1. Setbacks (as measured from the property line)

Buildings shall be placed within the shaded area as shown in the diagram.

- (a) Front Setback: 15' minimum
- (b) Side Street Setback: 10' minimum
- (c) Sideyard Setback: 5' minimum
- (d) Rear Setback: 10' minimum



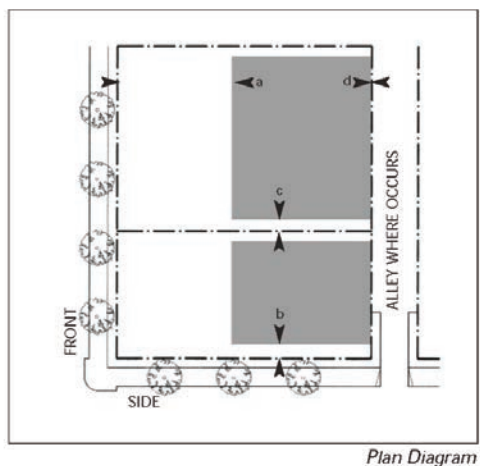
C. Parking

1. Parking Placement

On-grade parking (unenclosed) is allowed in the shaded area as shown in the diagram. Garage parking is permitted subject to the applicable building setback (primary or accessory structure).

- (a) Front setback: 50'*
- (b) Side street setback: 5' minimum
- (c) Side yard setback: 5' minimum
- (d) Rear setback: not required

* Garage parking is permitted immediately behind a residence, when accessed from the alley or side street, regardless of the front setback. A garage may be attached or unattached.



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2. Parking Access

Vehicular access is permitted only from the alley or side streets. Where alleys and side streets do not exist, access shall be taken from the primary street with parking areas and garages located at the rear of the property. Parking areas and garages should be screened from public view and be located behind the primary unit whenever possible.

3. Parking Requirements

Residential: 2 spaces / unit

Non-Residential \leq 750 sq ft: not required¹

Non-Residential 751-1500 sq ft: 1 space¹

Non-Residential $>$ 1500 sq ft: see Unified Development Code

¹Parking shall be calculated for the entire property, accounting for all uses on-site. As an advantage for development in the Old Town Newhall Specific Plan area, the parking incentive may be applied in a manner that is most advantageous to a property or business. Non-residential space in excess of the first 1,500 square feet shall be parked in accordance with the Unified Development Code.

D. Building Profile and Type

1. Building Height

(a) Maximum height: two stories or 35'

(b) In certain residential building types more fully set forth in Chapter 4.3, attic space may be occupied and not counted as a story when applying the height threshold listed above.

2. Encroachments

As allowed by the Unified Development Code

3. Frontage Types (See Section 4.3.020 for definitions and design standards)

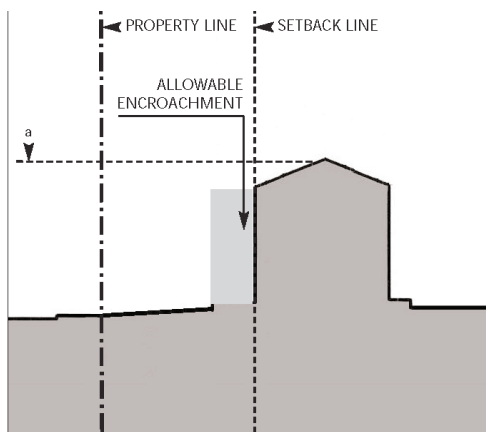
Frontyard / Porch

4. Architectural Types (See Section 4.3.010 for definitions and design standards)

Single-Family House

Carriage House

Second Unit



Section Diagram

4.2.040 - Urban General 2 (UG-2)

A. Intent

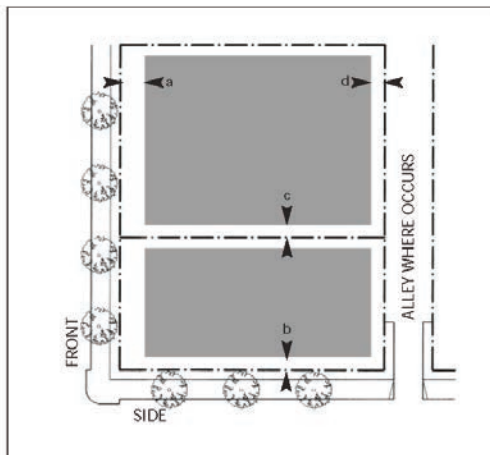
The UG-2 zone is applied to areas appropriate for a mixture of residential and low-intensity non-residential land uses, with architectural types limited to those that are compatible with the form of houses. This zone generally surrounds the Urban Center zone, providing a transition between the least dense and primarily single-family residential areas within the UG-1 zone, and the entirely urban character of the Urban Center and Corridor zones. Streetscapes are of urban character, but designed to provide a pleasant transition between the hardscape of the Urban Center and the more heavily landscaped streetscapes of the UG-1 zone. Limited commercial uses are permitted; however, non-residential uses should be located in areas where businesses already exist and should be discouraged in areas that are primarily or exclusively residential.

B. Building Placement

1. Setbacks (as measured from the property line)

Buildings shall be placed within the shaded area as shown in the diagram.

- (a) Front Setback: 10' minimum
- (b) Side Street Setback: 5' minimum
- (c) Sideyard Setback: 5' minimum
- (d) Rear Setback: 5' minimum



Plan Diagram

CHAPTER 4 : THE CODE

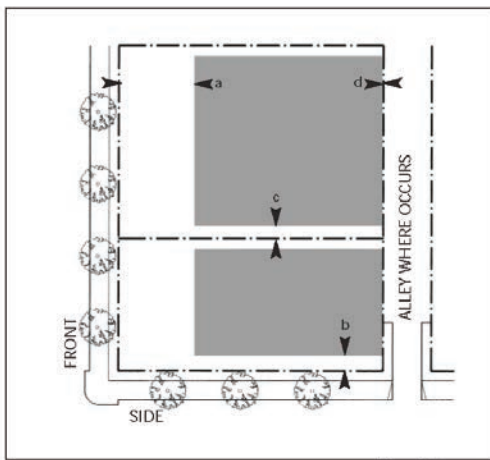
C. Parking

1. Parking Placement

On-grade parking (unenclosed) is allowed in the shaded area as shown in the diagram. Garage parking is permitted subject to the applicable building setback (primary or accessory structure).

- (a) Front setback: 35% of lot depth or 50', whichever is less*
- (b) Side street setback: 5' minimum
- (c) Side yard setback: 5' minimum
- (d) Rear setback: not required

* Garage parking is permitted immediately behind a residence, when accessed from the alley or side street, regardless of the front setback. A garage may be attached or unattached.



Plan Diagram

2. Parking Access

Vehicular access is permitted only from the alley or side streets. Where alleys and side streets do not exist, access shall be taken from the primary street with parking areas and garages located at the rear of the property. Parking areas and garages should be screened from public view and be located behind the primary unit whenever possible.

3. Parking Requirements

Residential: 2 spaces / unit plus 1/2 space guest parking per unit for multifamily developments¹

Live/Work: 2 spaces / unit

Non-Residential ≤ 750 sq ft: not required²

Non-Residential 751-1500 sq ft: 1 space²

Non-Residential > 1500 sq ft: see Unified Development Code

¹In instances where a project qualifies as mixed use, the City's Mixed Use residential parking standards shall apply (UDC Section 17.38.050.F.6).

²Parking shall be calculated for the entire property, accounting for all uses on-site. As an advantage for development in the Old Town Newhall Specific Plan area, the parking incentive may be applied in a manner that is most advantageous to a property or business. Non-residential space in excess of the first 1,500 square feet shall be parked in accordance with the Unified Development Code.

D. Building Profile and Type

1. Building Height

- (a) Maximum height: two stories or 35'
- (b) In certain residential building types more fully set forth in Chapter 4.3, attic space may be occupied and not counted as a story when applying the height threshold listed above.

2. Encroachments

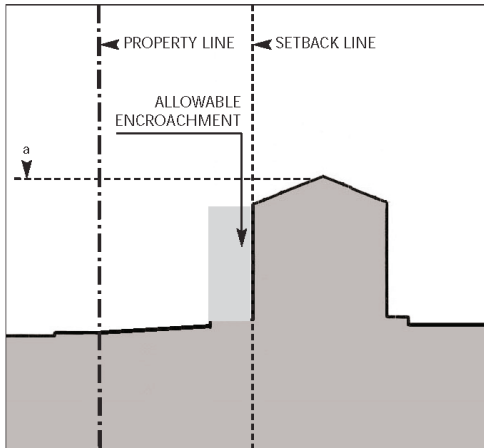
As allowed by the Unified Development Code

3. Frontage Types (See Section 4.3.020 for definitions and design standards)

Front yard, Stoop, Forecourt, Storefront

4. Architectural Types (See Section 4.3.010 for definitions and design standards)

Bungalow Court
Courtyard Housing
Duplex/Triplex/Quadplex
Mansion Apartment House
Rowhouse
Sideyard Housing
Single-Family House
Carriage House
Live/Work
Second Unit
Stacked Dwellings



Section Diagram

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4.2.050 - Corridor (COR)

A. Intent

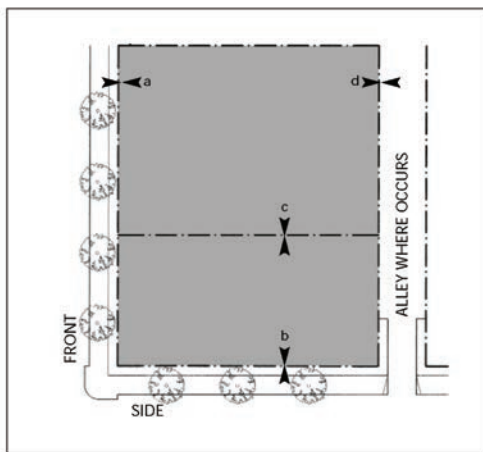
The COR zone is applied to portions of the Newhall, Railroad, and Lyons Avenue corridors within the Old Town Newhall area that are appropriate for development types that benefit from streets with high volumes of traffic. Developments in the COR zone should also be pedestrian-friendly and designed to create a built character that is consistent with, and complementary to, the rest of Old Town Newhall. The architectural types allowed in this zone are less intensive, lower in height, and accommodate lower densities than those in the Urban Center zone, but also accommodate a mixture of land uses, including some housing. Streetscapes are of urban character, and planted both to enhance the pedestrian experience, and to contribute to the identity of the entire downtown area. Projects in the COR zone reflect a more typical suburban development pattern with parking provided onsite, in well-landscaped parking lots that are screened from adjacent arterials to the maximum extent possible.

B. Building Placement

1. Setbacks (as measured from the property line)

Primary buildings shall be placed within the shaded area as shown in the diagram.

- (a) Front Setback: 5' minimum
- (b) Side Street Setback: 5' minimum
- (c) Sideyard Setback: 5' minimum
- (d) Rear Setback: 10' minimum
- (e) Accessory structures shall not be located closer than 5' to any lot line



Plan Diagram

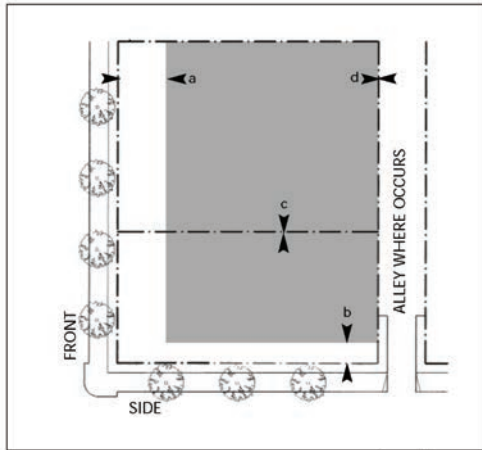
C. Parking

1. Parking Placement

On-grade parking (enclosed or unenclosed) is allowed in the shaded area as shown in the diagram.

- (a1) Front setback: not required for 50% of lot frontage (City landscape standards apply)
- (a2) Front setback: 20% lot depth for 50% of lot frontage
- (b) Side street setback: 5' minimum
- (c) Side yard setback: 5' minimum
- (d) Rear setback: 5' minimum*

* In instances where parking spaces are accessed directly from an alley, the 5' rear parking setback may be located in front of the parking space, as part of, in lieu of, or replaced by, the City's standard landscape planter requirement. This allows for more efficient and creative site planning for commercial parcels that have alley access.



Plan Diagram

2. Parking Access

Vehicular access is permitted from any street or alley.

3. Parking Requirements

Residential: 2 spaces per unit plus 1/2 space guest parking per unit¹

Live/Work: 2 spaces / unit

Non-Residential ≤ 750 sq ft: not required²

Non-Residential 751 - 1500 sq ft: 1 space²

Non-Residential > 1500 sq ft: see Unified Development Code

¹In instances where a project qualifies as mixed use, the City's Mixed Use residential parking standards shall apply (UDC Section 17.38.050.F.6).

²Parking shall be calculated for the entire property, accounting for all uses on-site. As an advantage for development in the Old Town Newhall Specific Plan area, the parking incentive may be applied in a manner that is most advantageous to a property or business. Non-residential space in excess of the first 1,500 square feet shall be parked in accordance with the Unified Development Code.

D. Building Profile and Type

1. Building Height

(a) Maximum height: two stories or 35'

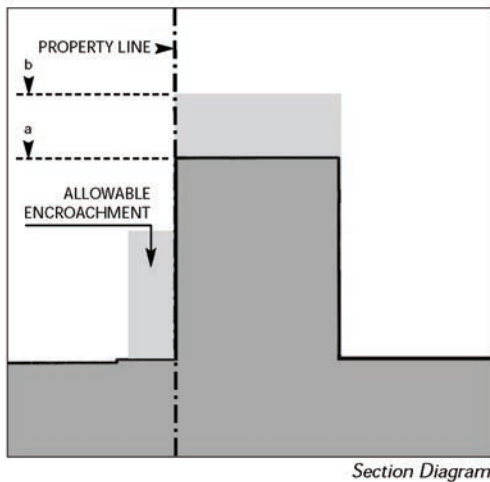
(b) Certain building types may allow for a loft, tower, or penthouse that exceeds the height listed above. Unless provided for elsewhere in this Code, the loft/tower/penthouse shall not exceed 25% of the building's ground floor footprint and shall not exceed the allowable height by more than one (1) story or 12'.

(c) Where feasible, property owners have the option to develop projects that conform to the City's Mixed-Use Ordinance at the stated building heights in the City's Mixed Use Ordinance, subject to the issuance of a Minor Use Permit, if the project exceeds the height listed in (a) above. See Chapter 17.38.050 of the Unified Development Code. The increased height in a mixed use project may allow for additional building stories, depending on the project design.

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2. Encroachments

As allowed by the Unified Development Code



3. Frontage Types (See Section 4.3.020 for definitions and design standards)

Arcade, Shopfront, Stoop

4. Architectural Types (See Section 4.3.010 for definitions and design standards)

- (a) Stacked Dwellings
- (b) Live/Work
- (c) Commercial Block
- (d) Liner
- (e) Other housing types are allowed subject to the issuance of a Minor Use Permit per Section 4.2.020.A.3.

E. Outdoor Display of Merchandise.

Outdoor display of merchandise, whether on private property or in the public right-of-way, shall be subject to the approval of the following development standards:

- 1. A retail business must be located in the Urban Center or Corridor zone.
- 2. The display must be free and clear of all pedestrian paths of travel.
- 3. All displays must consist of decorative furniture, tables, or other display approved by the Director of Community Development.
- 4. Merchandise is limited to one (1) display per business during regular business hours and shall be permitted in accordance with an Outdoor Display Permit.
- 5. Additional hours of display may be used while Main Street is closed to vehicles in preparation of, and during, special events.
- 6. The business must have approval of an Outdoor Display Permit on file with the City of Santa Clarita.
- 7. Any outdoor display outside of an Outdoor Display Permit shall be considered a violation of this code.

4.2.060 - Urban Center (UC)

A. Intent

The UC zone is applied to the central portions of Old Town Newhall that are appropriate for a wide range of land uses in buildings averaging two stories in height. In cases where a full block is under development, additional height/stories may be permitted. Ground floor uses typically include specialty retail and restaurants, with upper floors accommodating offices or residential units. Restaurant, entertainment, and civic uses are also encouraged. Auto-oriented uses are not appropriate in this zone. Street frontages throughout this zone are pedestrian-oriented, and defined by nonresidential building facades at the back of the sidewalk. Off-street parking is to be provided in public garages or parking lots, or located away from street frontages behind buildings but may also be located on side streets with appropriate landscaping and screening from the street. Streetscapes are of urban character and planted both to enhance the pedestrian experience and to contribute to the identity of the entire downtown area.

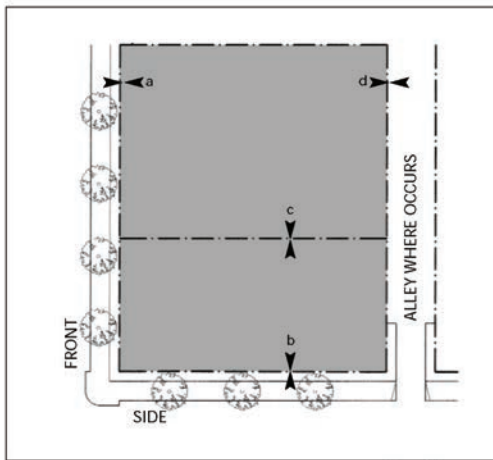
B. Building Placement

1. Setbacks

Buildings shall be placed within the shaded area as shown in the diagram.

- (a) Front Setback: 0' min. - 5' maximum *
- (b) Side Street Setback: 0' min. - 5' maximum
- (c) Sideyard Setback: not required
- (d) Rear Setback: not required

*Variations in setbacks are encouraged to create more articulation and visual interest on Main Street.



Plan Diagram

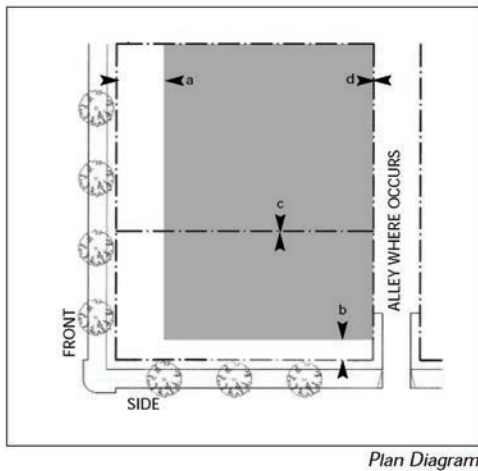
C. Parking

1. Parking Placement

On-grade parking (enclosed or unenclosed) is allowed in the shaded area as shown in the diagram.

- (a) Front setback: 20% lot depth
- (b) Side street setback: 10' minimum
- (c) Side yard setback: not required
- (d) Rear setback: not required

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2. Parking Access

Vehicular access is permitted only from the alley or side streets. No additional driveways shall be permitted on Main Street.

3. Parking Requirements

Residential: 2 spaces per unit plus 1/2 space guest parking per unit¹

Live/Work: 2 spaces / unit

Non-Residential: Onsite parking is not required and may be accommodated offsite as part of a public parking district.

¹In instances where a project qualifies as mixed use, the City's Mixed Use residential parking standards shall apply (UDC Section 17.38.050.F.6).

D. Building Profile and Type

1. Building Height

- (a) Maximum height: two stories or 35'
- (b) Certain building types may allow for a loft, tower, or penthouse that exceeds the height listed above. Unless provided for elsewhere in this Code, the loft/tower/penthouse shall not exceed 25% of the building's ground floor footprint and shall not exceed the allowable height by more than one (1) story or 12'.
- (c) Where an entire block is to be developed, the maximum height of the development/structures shall not exceed 55', permitted by right, not including architectural features. The increased height may allow for additional building stories, depending on the project design.
- (d) Where feasible, property owners have the option to develop projects that conform to the City's Mixed-Use Ordinance at the stated building heights in the City's Mixed-Use Ordinance, subject to the issuance of a Minor Use Permit if the project exceeds the height listed in (a) above, or a Conditional Use Permit if the project exceeds the height in (c) above. See Chapter 17.38.050 of the Unified Development Code. The increased height in a mixed use project may allow for additional building stories, depending on the project design.

2. Encroachments

As allowed by the Unified Development Code; Awnings, Gallery frontages, balconies, bay windows, signs, outdoor dining allowed by approval of the planning director.



3. Frontage Types (See Section 4.3.020 for definitions and design standards)

Arcade, Storefront

4. Architectural Types (See Section 4.3.010 for definitions and design standards)

- (a) Courtyard Housing
- (b) Stacked Dwellings
- (c) Live/Work
- (d) Commercial Block
- (e) Liner
- (f) Other housing types are allowed subject to the issuance of a Minor Use Permit per Section 4.2.020.A.3.

E. Outdoor Display of Merchandise. Outdoor display of merchandise, whether on private property or in the public right-of-way, shall be subject to the approval of the following development standards:

1. A retail business must be located in the Urban Center or Corridor zone.
2. The display must be free and clear of all pedestrian paths of travel.
3. All displays must consist of decorative furniture, tables, or other display approved by the Director of Community Development.
4. Merchandise is limited to one (1) display per business during regular business hours and shall be permitted in accordance with an Outdoor Display Permit.
5. Additional hours of display may be used while Main Street is closed to vehicles in preparation of, and during, special events.
6. The business must have approval of an Outdoor Display Permit on file with the City of Santa Clarita.
7. Any outdoor display outside of an Outdoor Display Permit shall be considered a violation of this code.

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4.2.070 - Creative District (CD)

A. Intent

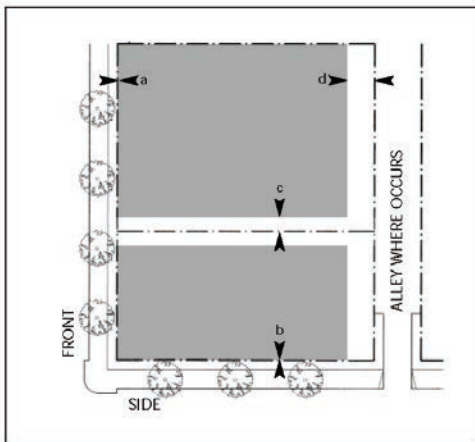
The CD zone is applied to properties along Pine Street southerly of Newhall Avenue that offer significant potential for a mixture of creative businesses and business incubation, in addition to current light industry. Typical uses include those commonly found in the Business Park zone. As buildings are designed for their industrial or commercial function, defined ONSP building and architectural types do not (or may not) apply. Unless expressly stated otherwise in the ONSP, provisions in the City's Community Character and Design Guidelines shall guide industrial/commercial development in the CD zone. This zone benefits from Newhall Avenue access and its adjacency to the future industrial area to the east. Streetscapes are of urban character, planted primarily to soften the appearance of industrial structures, activities, and traffic. Parking is accommodated onsite in well landscaped parking lots that are screened from adjacent streets.

B. Building Placement

1. Setbacks (as measured from the property line)

Primary buildings shall be placed within the shaded area as shown in the diagram.

- (a) Front Setback: 10' minimum
- (b) Side Street Setback: 10' minimum
- (c) Sideyard Setback: 5' minimum
- (d) Rear Setback: 10' minimum
- (e) Accessory structures shall not be located closer than 5' to any lot line



Plan Diagram

C. Parking

1. Parking Placement

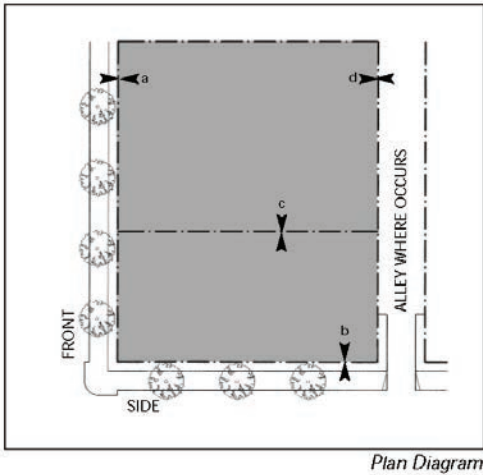
On-grade parking is allowed in the shaded area as shown in the diagram. City landscape standards shall apply.

- (a) Front setback: 10' minimum
- (b) Side street setback: 10' minimum
- (c) Side yard setback: 5' minimum
- (d) Rear setback: 5' minimum*

* In instances where parking spaces are accessed directly from an alley, the 5' rear parking setback may be located in front of the parking space, as part of, in lieu of, or replaced by, the City's standard landscape planter requirement. This allows for more efficient and creative site planning for commercial parcels that have alley access.

2. Parking Access

Subject to the approval of the Community Development Director.



3. Parking Requirements

Residential: 2 spaces per unit plus 1/2 space guest parking per unit¹

Live/Work: 2 spaces / unit

Non-Residential: see Unified Development Code

¹In instances where a project qualifies as mixed use, the City's Mixed Use residential parking standards shall apply (UDC Section 17.38.050.F.6).

D. Building Profile and Type

1. Building Height

(a) Maximum height: 35'

(b) Where an entire block is to be developed, the maximum height of the development/structures shall not exceed 55', permitted by right, not including architectural features.

2. Encroachments

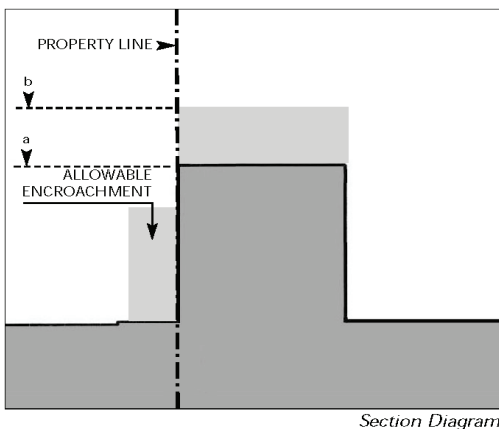
As allowed by the Unified Development Code

3. Frontage Types (See Section 4.3.020 for definitions and design standards)

Stoop, Forecourt, Storefront, Arcade

4. Architectural Types

None required



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4.3 - Architectural Standards

4.3.010 - Architectural Types

A. Requirements

- Purpose.** This section identifies the architectural types allowed within the Specific Plan area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality within Old Town Newhall.
- Applicability.** Each proposed building shall be designed in compliance with the standards of this section for the applicable architectural type, except for public and institutional buildings, and buildings within the CD zone, which because of their unique disposition and application, are not required to comply with building type requirements.
- Allowable architectural types by zone.** Each proposed building shall be designed as one of the types allowed by the following table for the zone applicable to the site.

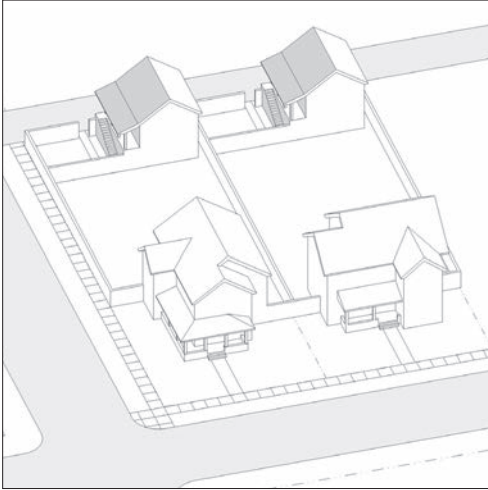
Architectural Type	Architectural Types Allowed by Zone			
	UG-1	UG-2	UC	COR
Bungalow Court		Y		
Courtyard Housing		Y	Y ¹	
Duplex/Triplex/Quadplex		Y		
Mansion Apartment		Y		
Rowhouse		Y		
Sideyard Housing		Y		
Stacked Dwellings		Y ²	Y ¹	Y ¹
SF House, Carriage House	Y	Y		
Live/Work		Y	Y	Y
Commercial Block			Y	Y
Liner			Y	Y
Key: Y = Architectural type allowed				

¹Allowed only as part of a vertical mixed use project, with upper floor residential in a Commercial Block type building.

²Stacked dwellings require a Minor Use Permit in the UG-2 zone.

4.3.010.B Carriage House/Second Unit

An attached or detached residence which provides complete independent living facilities for one or more persons and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes “granny flats” and may also be known as an Accessory Dwelling Unit.



1: Lot Width

- (a) Minimum: 35 ft

2: Access

(a) Standards

- i. The main entrance to the unit shall be accessed from the side yard of the main house.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2-foot planters on each side

3: Parking

(a) Standards

- i. Required parking shall not be located within any required setback and shall be screened from public view. Parking may be covered or uncovered.
- ii. Where an alley is present, services, utility access, above ground equipment, and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house and shall be screened from view from the street with a hedge or fence.
- iv. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have 1-car garage doors.

(b) Guidelines

- i. An alley accessed garage may accommodate up to three cars.

4: Open Space

(a) Standards

- i. Side-yards shall be a minimum of five feet on the ground level and 20 feet on the upper level.
- ii. One of the side-yards shall be no less than 20 feet and may include the stairs to the Carriage House. Stairs to the Carriage House/Second Unit are encouraged to be located on the exterior of the structure. Primary access to the Carriage House/Second Unit shall be from a covered porch, patio, or balcony.

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5: Landscape

- (a) Standards
 - i. The garden entrance to the guest house shall contain one canopy tree.
- (b) Guidelines
 - N.A.

6: Frontage

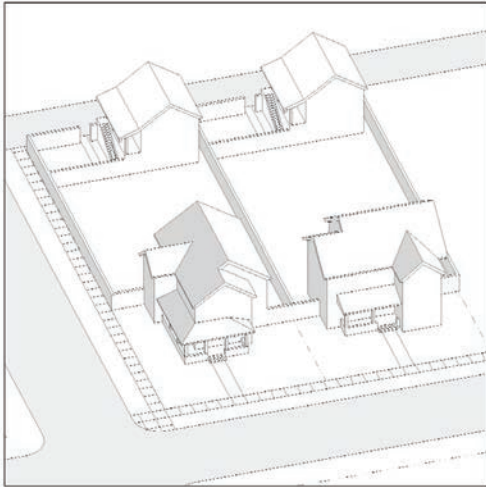
- (a) Standards
 - i. As Carriage House units are located on top of the garage, their stairs shall not be located on a street frontage
- (b) Guidelines
 - i. Balconies and bay windows are allowable frontage types at the alley.

7: Building Size and Massing

- (a) Standards
 - i. Thirty-four feet (34') maximum along the alley.
 - ii. Carriage Houses shall be designed as flats located above garages.
 - iii. Carriage Houses can be no taller than 2 stories.
 - iv. Carriage Houses and Second Units shall also be subject to applicable standards listed in Sections 17.57.040.K (Accessory Buildings and Structures, Guesthouses) and 17.57.040.L (Accessory Buildings and Structures, Second Units) of the Unified Development Code.

4.3.010.C Single Family House

A structure occupied by one primary residence.



1: Lot Width

- (a) Minimum: 50 ft

2: Access

(a) Standards

- i. The main entrance to the house shall be accessed directly from and face the street.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2-foot planters on each side.

3: Parking

(a) Standards

- i. Required parking shall be within a garage.
- ii. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have 1-car garage doors.
- iii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment, and trash container areas shall be located at least 10 feet behind the front of the house and be screened from view from the street with a hedge or fence.

(b) Guidelines

- i. An alley accessed garage may accommodate up to three cars.

4: Open Space

(a) Standards

- i. At least one side yard shall be designed to provide an open area no less than 10 feet by 10 feet.
- ii. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

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5: Landscape

(a) Standards

- i. Landscaping, when used to define a front yard, shall not exceed 42" (3.5 feet) in height, within the required front yard setback. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.
- ii. All single family dwellings shall be designed with storage space provided for three, 90-gallon trash bins, not visible from the street during non-collection days.

6: Frontage

(a) Standards

- i. A house's ground level should be designed so living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street. Sleeping rooms should be located to the side and rear of the house, where feasible.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. Porches, towers, dooryards and stoops are preferred types.

7: Building Size and Massing

(a) Standards

- i. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- ii. Houses on corner lots shall be designed with two front facades.
- iii. Buildings shall be composed of one and/or two story volumes, each designed to house scale.

(b) Guidelines

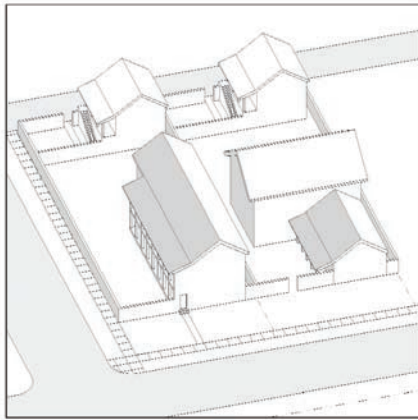
- i. Attic space may be occupied and not counted as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

See Section 4.3.010.B 'Carriage House/Second Unit'

4.3.010.D Single Family House Sideyard

A structure occupied by one primary residence that orients itself to one side and rear of its lot.



1: Lot Width

- (a) Minimum: 50 ft

2: Access

(a) Standards

- i. The main entrance to the house shall be accessed directly from the side yard, through a walled garden or from a raised porch.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, this housing type is allowed only on a corner lot.
- iv. For a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2 foot planters on each side.

(b) Guidelines

N.A.

3: Parking

(a) Standards

- i. Required parking shall be within a garage.
- ii. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have 1-car garage doors.
- iii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment, and trash container areas shall be located at least 10 feet behind the front of the house, and shall be screened from view from the street with a hedge or fence.

(b) Guidelines

- i. An alley accessed garage may accommodate up to three cars.

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4: Open Space

(a) Standards

- i. The active side yard shall be at least 15 feet wide, with major ground floor rooms opening to it with large windows and, where possible, French doors. The active side yard shall be enclosed by a wall or hedge no more than 6 feet high.
- ii. On a corner lot, the active side yard shall abut the street and the enclosing wall shall be set back at least 5 feet from the frontage line.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. The inactive side yard may have a fence at the property line, with an easement allowing use of the inactive yard by the neighbor. If built without a fence, an easement shall be provided to allow the use of the inactive yard by the neighbor. Windows on the inactive yard side of the house shall be relatively small and high, providing light and ventilation while allowing for privacy.
- iii. Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard.

5: Landscape

(a) Standards

- i. Landscaping, when used to define a front yard, shall not exceed 42" (3.5 feet) in height, within the required front yard setback. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.
- ii. All single family dwellings shall be designed with storage space provided for three, 90-gallon trash bins, not visible from the street during non-collection days.

6: Frontage

(a) Standards

- i. A sideyard house's ground level should be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street and to the side yard. Sleeping rooms should be located to the side and rear of the house, where feasible.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. A side yard house is not subject to the frontage type requirements of the applicable zone to provide a transition from public to private within the front yard, as the side yard provides the transition.
- ii. Notwithstanding setback requirements, the front setback need not exceed 10 feet.
- iii. Because the entrance is not on the street facade, special care should be taken to ensure that the composition of fenestration and other architectural details are scaled to the public rooms of the house.

7: Building Size and Massing

(a) Standards

- i. The building elevations abutting inactive side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- ii. A gallery, either one or two stories in height, or an arcade, shall be built along the active side yard for at least half the building length.

(b) Guidelines

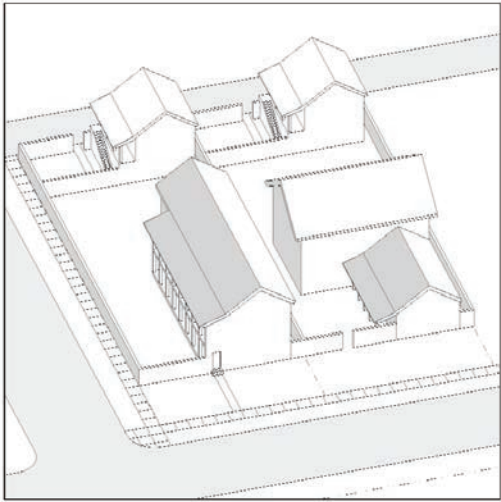
- i. Attic space may be occupied and not counted as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

See Section 4.3.010.B 'Carriage House/Second Unit'

4.3.010.E Duplexes, Triplexes, and Quadplexes

Duplexes, triplexes, and quadplexes are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.



1: Lot Width

- (a) Minimum: 50 ft

2: Access

(a) Standards

- i. The main entrance to each dwelling shall be accessed directly from, and shall face, the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot planters on each side.

3: Parking

(a) Standards

- i. Required parking shall be within garages, which may contain up to four cars. Tandem parking may be allowed subject to the issuance of a Minor Use Permit.
- ii. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.
- iii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment, and trash container areas shall be located at least 10 feet behind the front of the house, and shall be screened from view from the street with a hedge or fence.

4: Open Space

(a) Standards

- i. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet
- ii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall, or hedge.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Porches, stoops and dooryards may encroach into a required yard. See Frontages, below.

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5: Landscape

(a) Standards

- i. Landscaping, when used to define a front yard, shall not exceed 42" (3.5 feet) in height, within the required front yard setback. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Dwellings abutting front yards should be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street. Sleeping rooms should be located to the side and rear of the structure, where feasible.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. These may be determined through the Design Review process to serve also as the required yard for some or all of the dwellings. Porches, towers, dooryards and stoops are preferred types.
- ii. On corner lots, entrances to dwellings on both frontages are encouraged, particularly in triplexes and quadplexes.
- iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- ii. Buildings on corner lots shall be designed with two front facades.
- iii. Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale.

(b) Guidelines

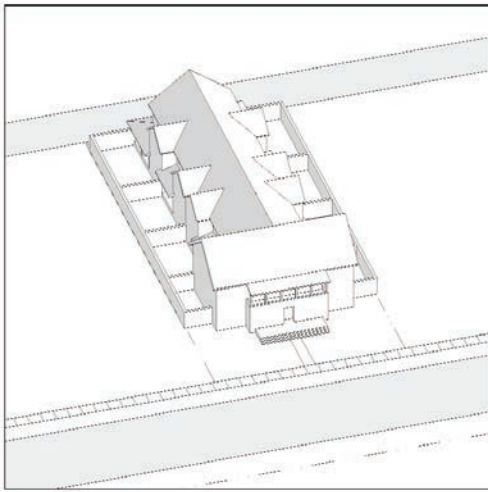
- i. Dwellings within buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not counted as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

Carriage Houses are permitted. See Section 4.3.010.B 'Carriage House/Second Unit'

4.3.010.F Mansion Apartment

A mansion is a house-like form that accommodates five to eight individual residences.



1: Lot Width

- (a) Minimum: 75 ft

2: Access

(a) Standards

- i. The main entrance to the building shall be accessed directly from and face the street.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a ramped driveway from the street, located as close as possible to a side or rear property line.
- iv. Access from resident parking to each dwelling shall be by way of an elevator, stairs, and corridor.

(b) Guidelines

- i. Direct access from adjacent street to ground floor dwellings is encouraged.
- ii. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking

(a) Standards

- i. Required parking shall be in an underground garage. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
- ii. Where an alley is present, services shall be located on the alley or underground.
- iii. Where an alley is not present, services shall be underground or in a side or rear yard, at least 10 feet behind the façade, and shall be screened from view from the street with a hedge or fence.

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4: Open Space

(a) Standards

- i. Rear yards shall be no less than 15% of the area of each lot/unit and of a regular geometry (e.g., rectangular).
- ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 80 square feet, and each upper floor dwelling shall have a balcony of at least 80 square feet, unless approved otherwise through Design Review.
- iii. Required Yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Side yards should be useable by, and accessible from, the dwellings where possible.
- iii. Porches, stoops, and dooryards may encroach into required yards. See Frontages, below.

5: Landscape

(a) Standards

- i. Landscaping, when used to define a front yard, shall not exceed 42" (3.5 feet) in height, within the required front yard setback. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. The building should be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street. Sleeping rooms should be located to the side and rear of the structure, where feasible.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor, at the main entrance, and at any direct entrances to individual dwellings, are required. Porches, dooryards and stoops are preferred.
- ii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
- iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be massed as large houses, composed principally of two and three story volumes.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Significant projecting architectural elements such as bay windows, projecting rooms, or covered balconies may be provided in lieu of one plane break.
- iii. Buildings on corner lots shall be designed with two front facades.

(b) Guidelines

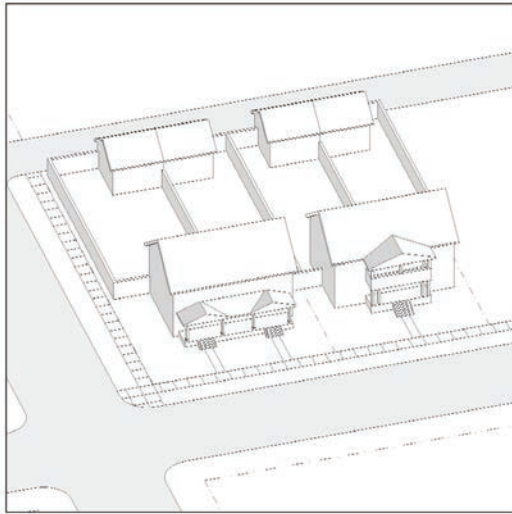
- i. Dwellings within the building may be flats and/or townhouses.
- ii. Attic space may be occupied and not counted as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

Not permitted.

4.3.010.G Rowhouse

An individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side.



1: Lot Width

- (a) Minimum: 25 ft

2: Access

- (a) Standards
 - i. The main entrance to each unit shall be accessed directly from, and shall face, the street.
 - ii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.

3: Parking

- (a) Standards
 - i. Required parking shall be in a garage, which may be attached to or detached from the dwelling. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
 - ii. Services, including all utility access, above ground equipment, and trash containers, shall be located on an alley.

4: Open Space

- (a) Standards
 - i. Rear yards shall be no less than 15% of the area of each lot/unit and of a regular geometry (e.g., rectangular).
- (b) Guidelines
 - i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape

- (a) Standards
 - i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
 - ii. At least one large tree shall be provided in each rear yard for shade and privacy.

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6: Frontage

(a) Standards

- i. Each ground-level rowhouse should be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street and/or to the courtyard. Sleeping rooms should be located to the side and rear of the structure, where feasible.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types.
- iii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of 2 and/or 3-story volumes in compliance with the regulations for the applicable zone.
- ii. Buildings on corner lots shall be designed with two front facades.
- iii. Each rowhouse building shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.

(b) Guidelines

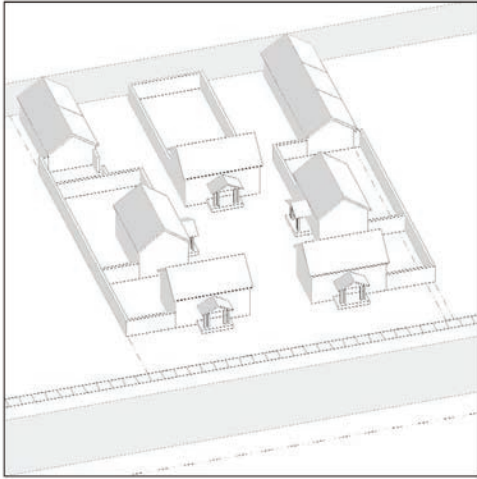
- i. In a 3-story building, a townhouse dwelling may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the frontage, and the townhouse dwelling shall be accessed by a separate front door and a stair.

8: Accessory Dwellings

Not permitted.

4.3.010.H Bungalow Court

Bungalow Courts are an architectural type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a shared type that is wholly open to the street.



1: Lot Width

- (a) Minimum: 125 ft

2: Access

(a) Standards

- i. Entrances to dwellings shall be directly from the front yard or from the courtyard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.

(b) Guidelines

- i. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking

(a) Standards

- i. Required parking shall be in garages. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
- ii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment, and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

(b) Guidelines

- i. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.

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4: Open Space

(a) Standards

- i. A central courtyard shall comprise at least 15% of the lot area. See Courtyard Types.
- ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet, which may be located in a side yard, the rear yard, or the courtyard.
- iii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

5: Landscape

(a) Standards

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street and/or to the courtyard. Sleeping rooms should be located to the side and rear of the structure, where feasible.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types, and may encroach into the courtyard.
- iii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of one and/or two story volumes and massed as houses.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.

(b) Guidelines

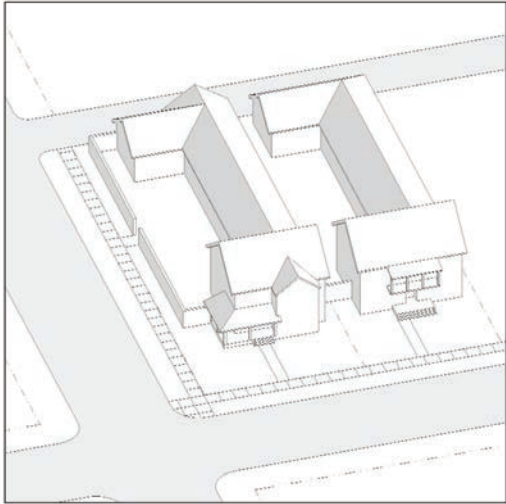
- i. Dwellings within the buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not counted as a story.

8: Accessory Dwellings

Not permitted.

4.3.010.I Sideyard Housing

A building or group of buildings containing one or more residences, that are arranged on the site in a row with the first unit near the front of the lot and the last unit near the rear of the lot, and with the primary entrance of each unit from a walkway parallel to and along one side of the lot. (The first unit in the row may also take its access from the fronting street sidewalk).



1: Lot Width

- (a) Minimum: 50 ft

2: Access

(a) Standards

- i. Entrances to dwellings shall be directly from the front yard or active side yard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by driveway 7 to 10 feet wide, and with 2-foot planters on each side.

(b) Guidelines

- i. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking

(a) Standards

- i. Required parking shall be in garages. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
- ii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment, and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

(b) Guidelines

- i. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.

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4: Open Space

(a) Standards

- i. The active side yard shall include a garden or court at least 20 feet wide, with major ground floor rooms opening to it with large windows and, where possible, doors.
- ii. When located in an active side yard, a driveway or walkway shall be integrated into the design of the yard.
- iii. The inactive side yard may be built with or without a fence at the property line. If built without a fence, windows in that side of the building shall be at least 6 feet above the grade of the yard, providing light and ventilation while ensuring privacy and compliance with building code requirements.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard.

5: Landscape

(a) Standards

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iii. Driveways in active side yards shall have pavement that contributes to the livability of the space and/or be separated from yard with low walls or hedges.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), are oriented toward the fronting street. Sleeping rooms should be located to the side and rear of the structure, where feasible.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to each ground floor dwelling are required. Porches, dooryards and stoops are preferred types.
- ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be massed to the street as large houses of primarily two story volumes, and to the side yards as one- and two-story masses at the scale of houses.
- ii. The building elevation abutting an inactive side yard shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- iii. Buildings on corner lots shall be designed with two front facades.

(b) Guidelines

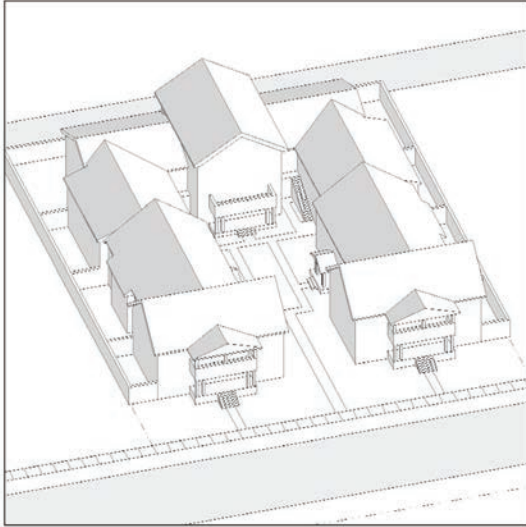
- i. Dwellings within the buildings may be flats and/or townhouses.

8: Accessory Dwellings

Not permitted.

4.3.010.J Courtyard Housing

Courtyard housing units are dwellings that front a “court.” Courts are an architectural type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared type that is partly or wholly open to the street. This type of residential use may include commercial or live/work “flex space” that fronts the street.



1: Lot Width

- (a) Minimum: 125 ft

2: Access

(a) Standards

- i. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
- ii. Access to second story dwellings shall be through an open or roofed stair, serving no more than 2 dwellings.
- iii. Elevator access may be provided between the garage and podium only.
- iv. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
- v. Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 1-foot wide.
- vi. On a corner lot without access to an alley, parking and services shall be accessed from the side street and services shall be underground and/or in the side and rear yards.

3: Parking

(a) Standards

- i. Required parking shall be in an underground garage, and may include surface parking, tuck under parking, an aboveground garage, or a combination of any of the above. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
- ii. Where an alley is present, services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.
- iii. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.

(b) Guidelines

- i. Dwellings may have direct or indirect access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
- ii. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

CHAPTER 4 : THE CODE

4: Open Space

(a) Standards

- i. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated, or interconnected courtyards of a size of at least 15% of the lot.
- ii. In a project with multiple courtyards, at least two of the courtyards should conform to the patterns below.
- iii. Minimum courtyard dimensions should be 40 feet wide when the long axis of the courtyard is oriented East/West and 30 feet wide when the courtyard is oriented North/South, unless otherwise approved through the development review process.
- iv. In 40-foot wide courtyards, the frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30-foot wide courtyards.
- v. Private patios may be provided at side yards, rear yards and/or courtyards.
- vi. Courtyards should be connected to each other and to the public way by zaguans or paseos.
- vii. Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.

5: Landscape

(a) Standards

- i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iii. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.

(b) Guidelines

- i. Sideyard trees may be placed to protect the privacy of neighbors.
- ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

(a) Standards

- i. Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree possible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.
- ii. Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. Porches, towers, dooryards entry stairs and stoops are allowed. No arcade or gallery may encroach into the required minimum width of a courtyard.
- iii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
- iv. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
- ii. The intent of these regulations is to provide for courtyard housing projects with varying building heights. Suggested height ratios for various courts are as follows:
 - 2 stories: 80% 2 stories, 20% 1 stories
 - 2 stories with lofts: 60% 2 stories, 40% 3 stories/lofts
 - 3 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories/lofts
- iii. Three story buildings shall be composed of single loaded and stacked dwellings. In this case, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(b) Guidelines

- i. Buildings may contain any of four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.
- ii. Dwellings may be as repetitive or as unique as deemed by individual designs.
- iii. Four story masses should be minimized inside courtyards and apparent on street frontages.

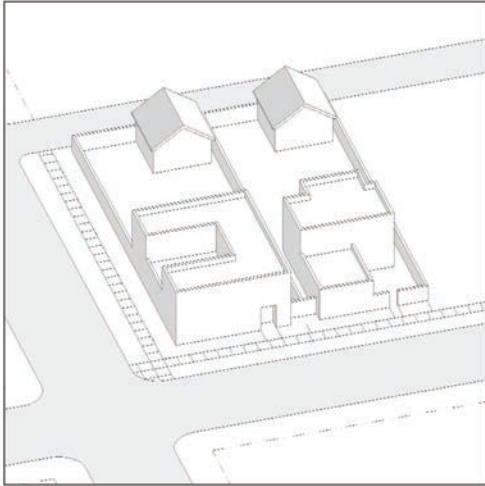
8: Accessory Dwellings

Not permitted.

CHAPTER 4 : THE CODE

4.3.010.K Live/Work

An integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.



1: Lot Width

- (a) Minimum: 25 ft

2: Access

- (a) Standards
 - i. The main entrance to the ground floor flex space shall be accessed directly from and face the street.
 - ii. The living area shall be located behind the commercial space. In cases where the living area is located above the commercial space, the upstairs dwelling unit may be accessed by a separate entrance or stair.
 - iii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.

3: Parking

- (a) Standards
 - i. At least one required parking space shall be in a garage, which may be attached to or detached from the dwelling. Tandem spaces may be permitted subject to the issuance of a Minor Use Permit.
 - ii. Services, including all utility access, aboveground equipment, and trash containers, shall be located on an alley.
- (b) Guidelines
 - i. Additional required parking spaces may be enclosed, covered or open.

4: Open Space

- (a) Standards
 - i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
- (b) Guidelines
 - i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape

(a) Standards

- i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

6: Frontage

(a) Standards

- i. Each live/work unit shall be designed so that living areas are behind the commercial area or located above the commercial space.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Shopfronts, dooryards and stoops are preferred types.
- ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of 2 and/or 3-story volumes in compliance with the regulations for the applicable zone.
- ii. Buildings on corner lots shall be designed with two front facades.

(b) Guidelines

Refer to Section 17.66.80 (Joint Living and Working Quarters) of the Unified Development Code.

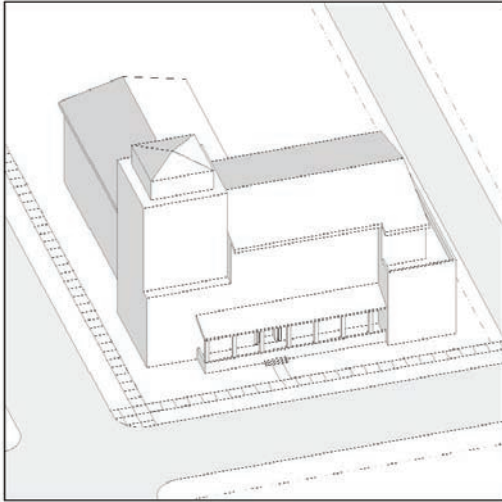
8: Accessory Dwellings

Not permitted.

CHAPTER 4 : THE CODE

4.3.010.L Stacked Dwellings

A structure of single-floor residences of similar configuration either above or below. Stacked dwellings can be included in the upper floors of Commercial Block or Liner buildings, or can be located in the UG-2 zone subject to the issuance of a Minor Use Permit. If located in the UG2 zone, the first floor would typically be expected to contain residential units, not commercial space, although Live/Work units and limited non-residential uses may be allowed.



1: Lot Width

- (a) Minimum: 125 ft

2: Access

(a) Standards

- i. Entrance to the building is through a street level lobby, or through a combination of street/podium lobby directly accessible from the street.
- ii. The main entrance to each ground floor dwelling is directly from the street. Secondary access is through an elevator and corridor.
- iii. Interior circulation to each dwelling is through a corridor (indoor or outdoor).
- iv. Where an alley is present, parking may be accessed through the alley.
- v. For corner lots without access to an alley, parking is accessed from the side street through the building.
- vi. Where an alley is not present, parking is accessed from the street through the building.

(b) Guidelines

- i. Elevator access should be provided between the garage, and every one of the levels of the building.

3: Parking

(a) Standards

- i. Required parking is accommodated in an underground garage, surface parking (garage or covered), tuck under parking, or a combination of any of the above. Tandem parking may be permitted subject to the issuance of a Minor Use Permit.
- ii. Dwellings have indirect access to their parking stall(s).
- iii. Services, including all utility access, above ground equipment, and trash areas are located on alleys.
- iv. Where alleys don't exist, utility access, above ground equipment, and trash areas are located as provided under the urban regulations for each zone.

(b) Guidelines

- i. Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.

4: Open Space

(a) Standards

- i. The primary shared open space is the rear yard which should be designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide common use gardens.
- ii. Minimum courtyard dimension should be 40 feet wide when the long axis of the courtyard is oriented EW and 30 feet wide for a NS orientation, unless otherwise approved through the development review process. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
- iii. In 40 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30 foot wide courtyards.

(b) Guidelines

- i. Private patios may be provided at side yards and rear yards.

5: Landscape

(a) Standards

- i. In the front yard, trees shall be of a size lesser than the height of the buildings, except at the margins of the lot, where they can be used to frame and separate the building from its neighbors.
- ii. At least one large tree planted directly in the ground shall be provided in the rear yard. This requirement shall not apply when the courtyard is located on a podium.

(b) Guidelines

- i. Sideyard trees may be placed to create a particular sense of place.
- ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

(a) Standards

- i. Living rooms, dining rooms and bedrooms are oriented fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the sidewalk are allowed. Stoops and porches are preferred.

7: Building Size and Massing

(a) Standards

- i. The target height ratio for this type is as follows:
 - First floor: As determined by zoning, parcel, and development constraints.
 - Second floor: Up to 75% of the first-floor building footprint.
 - Third floor: Up to 50% of the first-floor building footprint.
 - Fourth floor: Up to 25% of the first-floor building footprint.

In no case shall the total square-footage of a building exceed 200% of the structure's first-floor footprint. These target height ratios may be modified subject to an Adjustment or Variance as stated in Chapter 4.1.020(D) of the Old Town Newhall Specific Plan.

(b) Guidelines

- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings may be composed of one dominant volume, flanked by secondary ones.

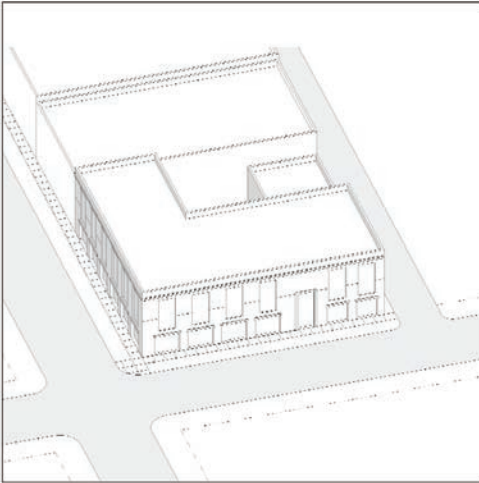
8: Accessory Dwellings

Not permitted.

CHAPTER 4 : THE CODE

4.3.010.M Commercial Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences. Along Main Street in the Urban Center zone, only retail, restaurant, entertainment, and similar active uses identified in Table 4.1 are permitted at ground level, fronting the street subject to the Director of Community Development. Office, service, residential, and other like or similar uses shall be located either behind a retail/restaurant use or on an upper floor. Ground level office and service uses are permitted in the Corridor zone.



1: Lot Width

- (a) Minimum: 25 ft

2: Access

(a) Standards

- i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
- ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
- iii. Interior circulation to each dwelling is through a corridor (preferably indoor).
- iv. Where an alley is present, parking may be accessed through the alley.
- v. For corner lots without access to an alley, parking is accessed from the side street through the building.
- vi. Where an alley is not present, parking is accessed from the street through the building.

(b) Guidelines

- i. Elevator access should be provided between the garage, and every one of the levels of the building.

3: Parking

(a) Standards

- i. Required parking is accommodated in an underground garage, surface parking, tuck under parking, residential tandem spaces (permitted by right), or a combination of any of the above. Tandem parking for commercial uses may be permitted subject to the issuance of a Minor Use Permit. Residential spaces shall be covered.
- ii. Dwellings have indirect access to their parking stall(s).
- iii. Services, including all utility access, above ground equipment, and trash areas are located on alleys.
- iv. Where alleys don't exist, utility access, above ground equipment, and trash areas are located as provided under the urban regulations for each zone.

(b) Guidelines

- i. Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.

4: Open Space

(a) Standards

- i. The primary shared open space is a courtyard. Courtyards can be located on the ground or on a podium. Roof-top gardens are also allowed. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses.
- ii. Minimum courtyard dimension should be 40 feet wide when the long axis of the courtyard is oriented EW and 30 feet wide for a NS orientation, unless otherwise approved through the development review process. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
- iii. In 40 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30 foot wide courtyards.

(b) Guidelines

- i. Private patios may be provided at side yards and rear yards.

5: Landscape

(a) Standards

- i. In the front yard there is no landscape, but rather streetscape.
- ii. At least one large tree planted directly in the ground shall be provided in the rear yard.
- iii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

(b) Guidelines

- i. Sideyard trees may be placed to create a particular sense of place.

6: Frontage

(a) Standards

- i. Entrance doors, public rooms, such as living rooms and dining rooms, are oriented to the degree possible fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Store fronts, arcades and galleries are preferred.

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7: Building Size and Massing

(a) Standards

- i. Target height ratios for various commercial blocks are as follows:
 - 1.0 story: 100% first floor building footprint
 - 2.0 stories: First floor: 100% building footprint; Second floor: 85% of first floor footprint plus an optional tower or loft portion equal to 15% of the first floor building footprint.
 - 3.0 stories: First floor: 100% building footprint; Second floor: 50% of the first floor footprint; Third Floor: 40% of the first floor footprint plus an optional tower or loft portion equal to 10% of the first floor footprint.
- ii. Each dwelling should have direct access to at least a dooryard, patio, terrace or balcony.

(b) Guidelines

- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings may be composed of one dominant volume.

(c) In instances where an entire block is under development, the Building Size and Massing thresholds (target height ratios) listed in section (a)i may be modified subject to the issuance of a Minor Use Permit, not to exceed 300% of the first-floor footprint. Modifications in excess of 300% of the first floor footprint may be allowed subject to the issuance of a Conditional Use Permit.

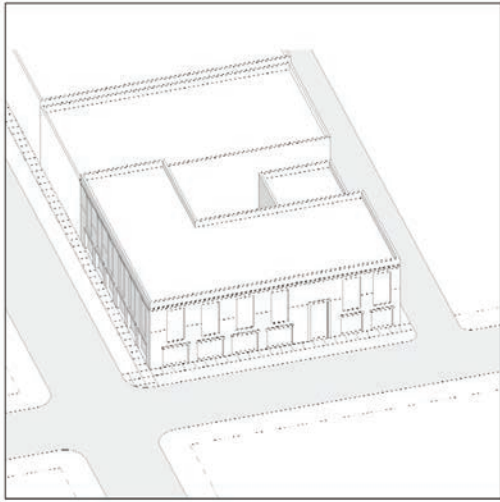
(d) In instances where a property is being developed using the City's Mixed Use Ordinance, additional standards listed in UDC Section 17.38.050 may apply.

8: Accessory Dwellings

Not permitted.

4.3.010.N Liner

A building that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.



1: Lot Width

- (a) Minimum: 125 ft

2: Access

(a) Standards

- i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
- ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street, or through a side yard.
- iii. Interior circulation to each dwelling is through a corridor (preferably indoor).
- iv. For corner lots without access to an alley, parking is accessed from the side street through the building.
- v. Where an alley is not present, parking is accessed from the street through the building.

(b) Guidelines

- i. Elevator access should be provided between the garage, and every one of the levels of the building.
- ii. Where an alley is present, parking may be accessed through the alley.

3: Parking

(a) Standards

- i. Required parking is accommodated in an underground or above-grade garage, tuck under parking, residential tandem spaces (permitted by right), or a combination of any of the above. Residential spaces shall be covered.
- ii. Dwellings have indirect access to their parking stall(s).
- iii. Services, including all utility access, above ground equipment, and trash areas are located on alleys.
- iv. Where alleys don't exist, utility access, above ground equipment, and trash areas are located as provided under the urban regulations for each zone.

(b) Guidelines

- i. Parking entrances to subterranean garages and/ or driveways are located as close as possible to the side or rear of each lot.

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4: Open Space

(a) Standards

- i. Open space/courtyards may not apply to Liner Buildings; but if so, courtyards can be located on the ground, on a podium, or a roof-top garden. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses.
- ii. Minimum courtyard dimension should be 20 feet wide when the long axis of the courtyard is oriented EW and 15 feet wide for a NS orientation, unless otherwise approved through the development review process. Under no circumstances shall a courtyard be of a proportion of less than 1:1 between its width and height.
- iii. In 20 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard . They are permitted on one side of 15 foot wide courtyards.

(b) Guidelines

- i. Private patios may be provided at side yards and rear yards.

5: Landscape

(a) Standards

- i. In the front yard there is no landscape, but rather streetscape.

(b) Guidelines

- i. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

(a) Standards

- i. Entrance doors, public rooms, such as living rooms and dining rooms, are oriented, to the degree possible, fronting toward the courtyard(s) and street. Service rooms are oriented, to the degree possible, backing to corridors.
- ii. The applicable frontage requirements apply per Section 4.3.020.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Storefronts, arcades and galleries are preferred.

7: Building Size and Massing

(a) Standards

- i. Maximum height is 35' or up to 55' for a full block development. Due to their nature of encompassing parking or other structures, Liner Buildings do not have specific target height (massing) ratios. However, the liner portion of a building should be architecturally varied, and should consist of different massings and volumes where possible. The appearance of large, stark, box structures is to be avoided.
- ii. Each dwelling should have direct access to at least a dooryard, patio, terrace or balcony.

(b) Guidelines

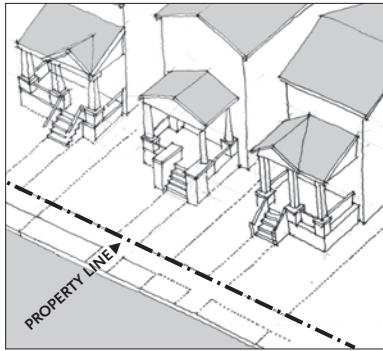
- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings may be composed of one dominant volume.

8: Accessory Dwellings

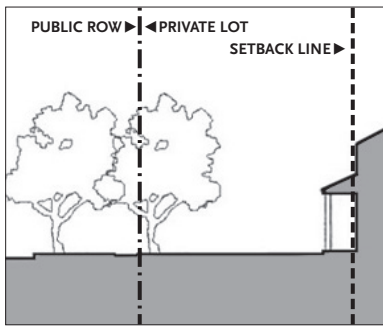
Not permitted.

4.3.020 - Frontage Type Standards

Frontage / Porch

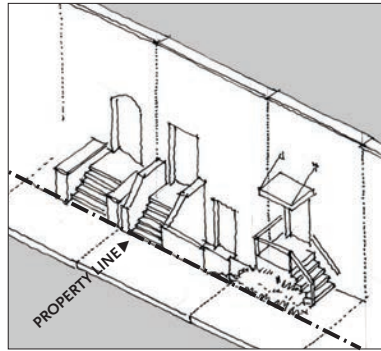


Frontyard / Porch : Diagram

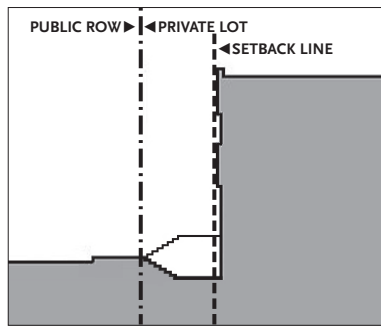


Frontyard / Porch : Section Diagram

Stoop / Dooryard

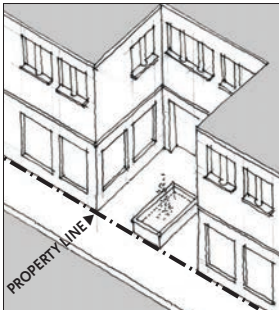


Stoop / Dooryard : Diagram

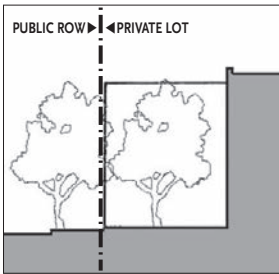


Stoop / Dooryard : Section Diagram

Forecourt

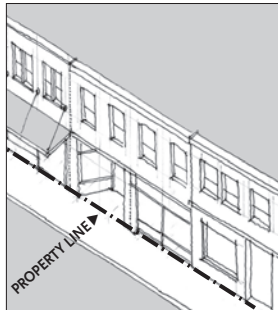


Forecourt : Diagram

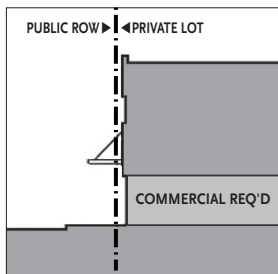


Forecourt : Section Diagram

Storefront

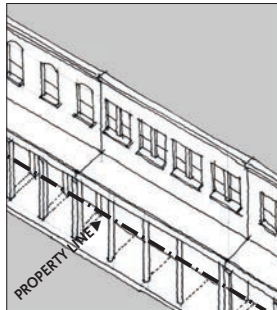


Storefront : Diagram

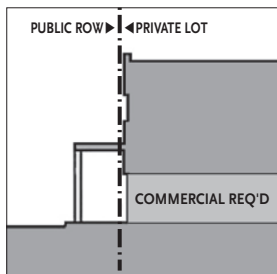


Storefront : Section Diagram

Gallery

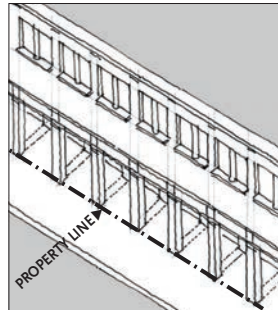


Gallery : Diagram

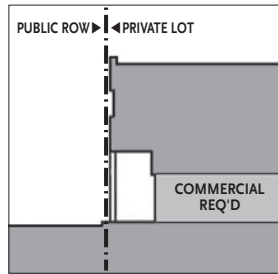


Gallery : Section Diagram

Arcade



Arcade : Diagram



Arcade : Section Diagram

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- A. Purpose.** This chapter identifies the frontage types allowed within the Specific Plan area, and for each type, provides a description, a statement as to the type's intent and, design standards, to ensure that proposed development is consistent with the City's goals for building form, character, and quality within Old Town Newhall.
- B. Applicability.** The provisions of this chapter work in combination with the underlying zone as identified on the Regulating Plan.
- C. Allowable Frontage types by zone.** Each zone identifies the Frontage Types allowed and refers to this chapter for the appropriate information.

D. Definitions and Standards

1. **Frontyard / Porch** - Frontyards are a common frontage associated with single family houses, where the facade is set back from the right-of-way. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.
 - (a) A great variety of porch designs are possible, but none shall be less than 6 feet deep (clear), 10 feet wide (clear) and 8 feet tall (clear).
 - (b) Porches may be at grade or raised to transition into the building. In no case shall porches be raised more than 3 feet from the adjacent grade.
 - (c) Fences defining the front yard shall not exceed 4 feet in height from the adjacent sidewalk.
2. **Stoop / Dooryard** - Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. Dooryards are depressed entries to sub-basements, and are usually paired with a stoop. This type is suitable for ground-floor residential uses at short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.
 - (a) In no case shall the ground story be elevated more than 3 feet above the adjacent sidewalk.
 - (b) Stoops must correspond directly to the building entry(s) and be at least 3 feet wide (perpendicular to or parallel with the adjacent sidewalk).
 - (c) Sub-basements accessed by a dooryard shall not be more than 6 feet below the adjacent sidewalk.
3. **Forecourt** - Forecourts are a recessed court within a storefront, gallery or arcade frontage. The court is suitable for gardens, vehicular drop offs, and utility off loading. This type should be used sparingly.
 - (a) In no case, shall the forecourt be deeper than 40 feet.
 - (b) A 1-story fence or wall at the property line may be used to define the private space of the yard.
 - (c) The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court, but should not exceed 36" above the sidewalk grade.
4. **Storefront** - Storefronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.
 - (a) Shopfronts shall be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
 - (b) The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.
 - (c) Shopfronts shall be designed such that outward-swinging doors shall not encroach into the public right-of-way.
5. **Gallery** - Galleries are storefronts with an attached colonnade, that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fully

absorbed within the colonnade so that a pedestrian cannot bypass it.

- (a) Galleries shall be no less than 10 feet wide clear in all directions.
- (b) Along primary frontages, the arcade shall correspond to storefront openings.
- (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

6. Arcade - Arcades are facades with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public right-of-way as can the Gallery frontage type.

- (a) Arcades shall be no less than 10 feet wide clear in all directions.
- (b) Along primary frontages, the arcade shall correspond to storefront openings.
- (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

4.4.010 Blocks and Streets Standards

A. Purpose and Intent. This section establishes the City's vision for maintaining the existing, pedestrian-scaled, walkable blocks in the plan area through standards for creating new blocks and their corresponding lots.

When a project is over 2 acres in size, it represents an area that needs to be divided into blocks that better fit the pattern and scale in Old Town Newhall. The figure below illustrates the stark difference between the intent of this section and that of conventional suburban development, particularly in terms of scale, pattern and diversity of block, lot and building types.



*Conventional Suburban Development:
Discontinuous Network and
Vehicularly oriented blocks and
streets*



*Traditional Neighborhood
Development: Walkable, Small and
Interconnected Blocks*

The procedure for subdividing land is intended to encourage Old Town Newhall's existing pattern of urban infrastructure that consists of small, walkable, blocks and an interconnected, human-scaled network of thoroughfares punctuated by open space of varying types. The following regulations apply to all property within the project boundaries that seeks development on sites larger than 2 acres.

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4.4.020 Applicability.

Each new block type shall be designed in compliance with the standards of this chapter for the applicable type, subject to the review and approval of the City of Santa Clarita.

4.4.030 Allowable Types and Requirements.

The range of block types, their dimensional requirements, and allowed lot widths are summarized below:

Table 1: Block and Lot Requirements

Min. Block Depth	Max. Block Length	Target Block Lengths	Allowable Lot Widths
a. 220 ft.	500 ft.	300 400 500	25 to 150 25 to 150 25 to 200
b. 320 ft.	500 ft.	300 400 500	25 to 150 25 to 150 25 to 200
c. 400 ft.	500 ft.	400 500	25 to 150 25 to 200

4.4.040 Design objectives.

Each site shall be designed to be divided into smaller blocks with:

- a. Internal streets, where appropriate, to connect with off-site streets and/or to create a series of smaller, walkable blocks;
- b. Service alleys within the new blocks; and
- c. Multiple buildings on the site, with their entrances on bordering streets.

4.4.050 Subdivision requirements.

Each site shall be designed as a subdivision in compliance with the following standards, and to achieve the objectives in section 4.6.040.

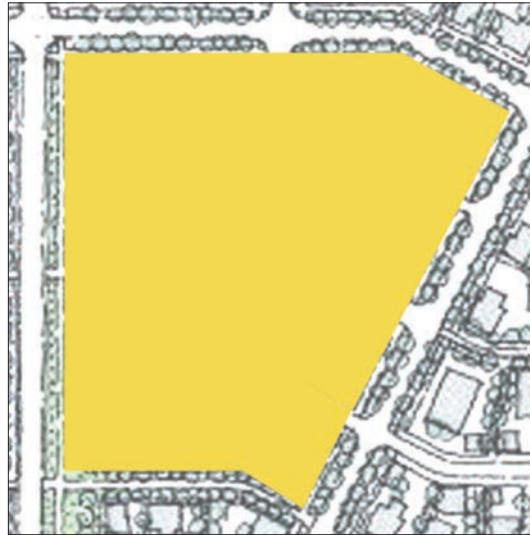
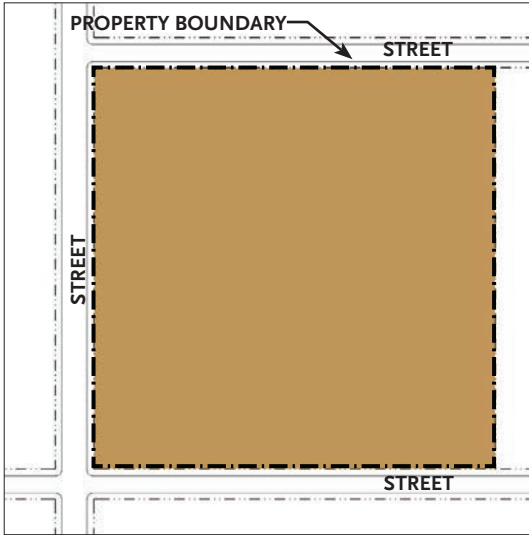
- a. Each proposed parcel shall not exceed one acre.
- b. Each proposed parcel shall front on a street and its frontage shall not exceed 200 feet, unless specified otherwise in section 4.4.030 (Table 1).

4.4.060 Building design.

Buildings proposed on a site of one-half block or larger shall be designed in compliance with the following requirements, in addition to all other applicable provisions of this Code. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets.

A. Site

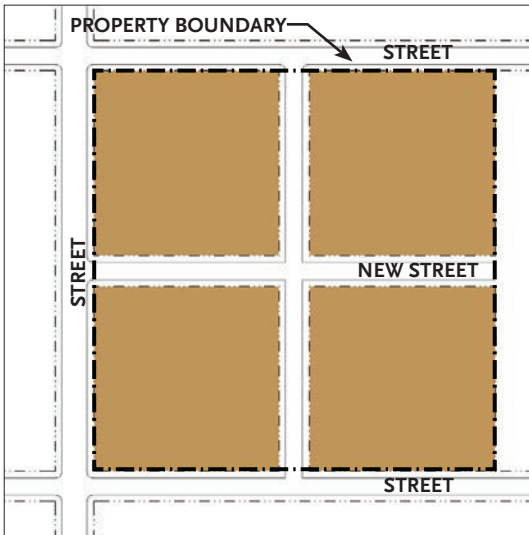
Sites larger than 2 acres shall be subdivided further to create additional blocks.



Site to be subdivided: Illustrative Diagram

B. Introduce Streets

Sites being subdivided into additional blocks shall introduce streets from the list of allowable thoroughfare types and comply with the block-size requirements in section 4.4.030.

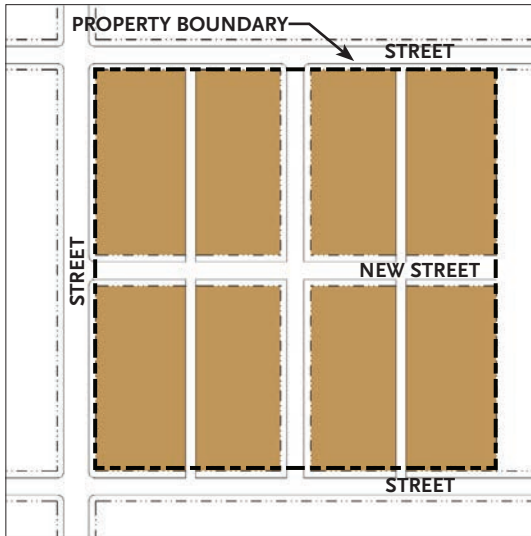


Introduce Streets: Illustrative Diagram

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C. Introduce Alleys

Access to blocks and their individual parcels is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.



Introduce Alleys: Illustrative Diagram

D. Introduce Lots

Based on the type(s) of blocks created and the thoroughfare(s) that they front, lots (parcels) are introduced on each block to correspond with the allowable building types in Chapter 4.3.010



Introduce Lots: Illustrative Diagram

E. Introduce Projects

Each lot is designed to receive a building per the allowable building types identified in Chapter 4.3.010 and can be arranged to suit the particular organization of buildings desired for each particular block. The allowable building types then are combined with the allowable frontage types in Chapter 4.3.020 per the zone (Chapter 4.2.030-070) in which the lot is located to generate a particular neighborhood form and character.



Introduce Projects: Illustrative Diagram

4.4.070 - Architectural Style Guidelines

Intent

In preparing this Specific Plan, it was determined that a framework is necessary with which to both express architectural objectives within the project area as well as to set clear guidelines that provide the City and future applicants a basis for proposing and reviewing development proposals. These guidelines are not intended as a style manual but rather as a framework that appropriately represents the salient characteristics of various traditional styles for design exploration and application in Old Town Newhall projects. It is expected that the City will use them through a formal design review process, assisted by a consulting architect who is versed in these matters.

Five architectural styles were identified as being relevant to the area's history and deserving of continued use and interpretation. These styles are:

- A. Main Street Commercial
- B. Mediterranean
- C. Monterey
- D. Western Victorian
- E. Craftsman

These architectural styles are described in detail to assist designers and architects in their effort to create contemporary designs that are based in historic architectural precedent in the Old Town Newhall area. Each style is described, and differentiated from the others, through nine subjects. These describe their prevalent language of composition, technique, materiality and detail for the user to apply to new designs:

- 1. Base
- 2. Primary Walls
- 3. Roof-Wall Connections
- 4. Roof
- 5. Drainage
- 6. Openings
- 7. Attached Elements
- 8. Massing
- 9. Site Definition and Landscape

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A. Main Street Commercial

The Main Street Commercial building is found on almost every pre-World War II American Main Street. Basically a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body, and top, with the ground floor taller than the shorter upper floor which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are smaller with vertical windows that directly relate to the ground floor openings.

1. Base

- a. Multi-story buildings: ground floor is the base and is articulated by large storefront windows and, in some cases, walls or columns of different materials from upper floors.
- b. Elements (not walls) setback within the wall, may have their own material connection to the ground, such as tile, wood, and/or cast iron.

2. Primary Walls

- a. The primary walls, usually composed of brick, comprise the main body of the building's tripartite facade structure. The masonry-work can be very plain or highly decorative.
- b. Decorative moldings, cornices, or an applied ornament of stone or cast concrete may be used to express the vertical division between the base, the body, and the top.

3. Roof-Wall Connections

- a. The roof-wall connection is the top of the façade's tripartite elevational composition. This top, articulated as a substantial cornice, can be formed with the same material as the rest of the wall or fashioned of complimentary materials such as stone, concrete, or metal.

4. Roof

- a. Invariably flat roofs are used. Parapets are articulated as an explicit exterior wall making a visual transition to the sky through plain or elaborate profiles.
- b. Roofs may be accessible and be used as balconies or terraces.

5. Drainage

- a. Since these buildings typically maintain a zero setback, rainwater may be diverted away from public sidewalks in several ways:
 - i) downspouts on the back-side or alley-side of the building, ii) internal drain pipes imbedded within the buildings walls (visible only on rear), iii) awnings or canopies

6. Openings

- a. Ground floor windows and doors are large and expansive, typically with a transom.
- b. Upper floor windows are typically grouped with a rhythm relating to the major storefront openings below.
- c. Upper floor windows are typically double-hung (two lites) and vertically oriented.

7. Attached Elements

- a. Awnings, canopies, and second floor balconies may extend into the public right-of-way. Such attachments provide shelter to passing pedestrians, emphasize the ground floor uses, and add interest to the box-like massing inherent to the style.

8. Massing

- a. Whether one-story or multiple-story, Main Street Commercial buildings tend to be square or rectangular boxes. However, subtle variations in height can add interest to a facade, emphasize important architectural features such as a building entrance, or can accentuate a corner condition.

9. Site Definition and Landscape

- a. Since buildings are typically zero-setback and urban, planting on ground floor street-facing facades is not permitted.
- b. Landscape, however, is to be in internal courtyards and street-facing forecourts.

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B. Mediterranean

This architecture is derived from Spanish, Italian, Greek and North African precedents. The Mediterranean style is a mature and complex architectural language. Its heritage is so extensive, that when applied, it evokes a heightened sense of urbanity and an intimate relationship with nature.

1. Base

- a. Exterior walls reach the ground with an expression of weight, with or without a base.
- b. An explicit element of base is described either as a painted band of traditional colors or an applied band of stone or cast concrete.
- c. Elements setback within the wall, may have their own material connection to the ground, such as tile, plaster or concrete.

2. Primary Walls

- a. Expressed as single-plane expanses of plaster wall.
- b. May be articulated by traditional moldings or applied ornament of stone or cast concrete, to describe the vertical divisions into base, body and top.
- c. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish with 0 - 3/8" variation, or 20-30 fine sand finish
- d. Control joints allowed.

3. Roof-Wall Connections

- a. Exterior walls will transition into roof form by one of three devices: i) a projected wooden eave with exposed wooden rafters, ii) a plaster molding or, iii) a tile cap
- b. Foam moldings are discouraged.

4. Roof

- a. May be pitched at a 3:12 ratio and finished in Roman or Mission tile laid irregularly.
- b. Flat roofs are allowed and shall be articulated as an explicit exterior wall (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.
- c. No birdstops allowed at end condition: must be mortar filled.

5. Drainage

- a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Flat roofs may be drained by use of trumpet scuppers. Such roofs draining internally to the roof will need tile or ceramic scuppers on exterior walls.
- c. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.

6. Openings

- a. Deep-set (min. 3" plaster return) and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.
- b. Such compositions can be symmetrical overall, locally symmetrical or, asymmetrical.
- c. Shutters are the aggregate size of the associated opening.
- d. Double-hung or multi-pane; No aluminum or white vinyl

7. Attached Elements

- a. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.
- b. A number of architectural elements such as balconies, stairs and, chimneys can encroach beyond the primary exterior surface of buildings and into their setbacks.

8. Massing

- a. Volumetric compositions can be of a single primary volume offset by a variety of lesser ones. Also possible are compositions that are expressed in a single volume.
- b. It is common and desirable to articulate building corners on corner lots.
- c. Such designs can be devised at the geometric corner or adjacent to it.

9. Site Definition and Landscape

- a. Buildings typically collect surrounding public and private space into walled precincts consistent with their use. Forecourts, garden walls, and zaguans are common.
- b. The landscape of gardens and courtyards heightens the spatial character of each such enclosed exterior room.

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C. Monterey Style

Origin derived in Monterey, California, where an abundant supply of wood was to be found, the Monterey style emerged in 1853 when Boston merchant Thomas Larkin relocated to Monterey. The style combines New England Colonial wood construction with adobe brick exteriors. It is characterized by horizontal proportions dominated by thick masonry walls, low roofs (wood or tile) small, vertical openings. Projections such as single-story porches or combinations of narrow-proportioned porches and balconies typically extend across the majority, if not all, of the principal facades. Projections are covered by an extension of the roof, and constructed of exposed wood members. Often, the vertical members of the balcony extend to the ground, forming a portal.

1. Base

- a. The ground floor is the base of the building and can be constructed of masonry or finished with plaster.
- b. Proportionally taller than 2nd floor
- c. Exterior walls are expressed as single-plane expanses of masonry or plaster wall. Often the second floor walls clad in horizontal wood siding or board and batten.

2. Primary Walls

- a. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish with 0 - 3/8" variation, or 20-30 fine sand finish
- b. Control joints to be concealed behind stylized downspouts

3. Roof-Wall Connections

- a. Exterior walls will transition into the roof form by projected wooden eaves supported by exposed wooden rafters.
- b. Balcony ceilings will be constructed of wooden rafters and wood planking.

4. Roof

- a. Pitch may vary from 3:12 to 4:12 and be finished in wood shingle, or Mission tile.
- b. Flat roofs are not allowed.
- c. Roofs are typically hipped, but may also be gabled. The ridge of gabled roofs run parallel to the principal facade and balcony.

5. Drainage

- a. Typically conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.

6. Openings

- a. Windows and doors are recessed in the wall and framed with wood trim.
- b. Windows are double-hung, multi-pane and vertical in orientation.
- c. Openings punctuate large mass and are no closer than their width to the next opening.
- d. Shutters are the aggregate size of the associated opening.

7. Attached Elements

- a. Arcade columns 6x6 minimum and chamfered at corners along shaft.
- b. Balcony railing typically single-square wood pickets evenly spaced.
- c. Proportion of attached elements is typically horizontal.

8. Massing

- a. Rectangular plan, two-story box with an attached, protruding second-story balcony or a balcony/arcade combination.
- b. Second-story balcony can occupy one facade or a portion of one facade of a building or wrap around multiple sides.

9. Site Definition and Landscape

- a. Buildings can be situated in a zero-setback, urban condition where landscape is limited to planted pots.
- b. Buildings can also be designed in patio and backyard configurations.

D. Western Victorian

The Western Victorian style is characterized by vertically proportioned masses clad in wood, stone, masonry or metal composed of vertically narrow openings. Original horizontal storefronts provide a more urban grade gesture to the street while the remaining massing is concealed behind a tall facade. Structural elements such as columns, braces, etc., are often the same as the decorative elements. Typically, this style emphasizes a street-facing front with the rest of the building often being very simple in composition and decoration. Roofs are typically hidden behind prominent facades and/or parapets. Where visible, roofs are simple and finished in metal or composition shingles.

1. Base

- a. Exterior walls reach the ground with or without a base.
- b. Where present, the base is described as an applied band of wood, corrugated metal, or cast concrete, stone such as granite.

2. Primary Walls

- a. Expressed as single-plane expanses of wood or metal siding. The street-facing facade is typified by decorative elements such as window molding, cornices, lighting, and signage.
- b. Commercial: 'stick-frame storefront'; Residential: wood shingle
- c. Primarily horizontal siding or vertical board and batten.
- d. Smooth siding (wood or cement: no plywood siding such as "T-111")

3. Roof-Wall Connections

- a. The front facade is typically articulated as a decorated flat plane capped by a simple cornice supported by decorative brackets. The eave condition of side facade is articulated in a similar manner.
- b. Balcony ceilings will be constructed of wooden rafters and finished in wood planking.

4. Roof

- a. Primary roof tends to be hidden by the street-facing parapet.
- b. Can be sloped or flat. Sloped roofs may be clad in metal or wood shingles.

5. Drainage

- a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.

6. Openings

- a. Windows and doors are framed with wood trim.
- b. Windows are multi-paned and vertical in orientation.
- c. Ground floor primarily glazed with transoms over storefronts; Upper floors glazed with smaller, vertical openings.

7. Attached Elements

- a. A number of decorated architectural elements such as porches, balconies, awnings, and bay windows can encroach beyond the primary exterior surface of buildings and into their setbacks.
- b. Arcades and galleries can extend also into the front setback.
- c. Columns are highly articulate, trimmed or capped.

8. Massing

- a. Tend to have one primary facade that faces the street and is articulated as a decorated flat plane.
- b. Can be one- or two-story and tend to have a street-facing architectural bias.

9. Site Definition and Landscape

- a. Buildings can be situated in a zero-setback, urban condition where landscaping is limited to planted pots.
- b. Buildings can also have a front yard, arcade, forecourt or face a courtyard.

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E. Craftsman

This style was initiated in the Midwest and applied mildly to the Southern California climate. It carries strong Asian and Swiss influences and was most popular from 1900 to 1920. Buildings are composed of horizontal, single- and two-story volumes. An additional floor may be concealed within the volume of the roof. In its most simple form, it is a wood box surrounded by various attached elements. Walls are typically horizontally placed wood siding, shingles or board-and-batten, with a foundation base and piers in river stone, brick or stucco. Rafter tails and porch columns are exposed, smooth, woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are composed of shallow sloped gabled forms, and made of wood or asphalt shingles with broad overhangs and eaves.

1. Base

- a. Craftsman houses invariably rest upon a base of concrete, stone, or brick.
- b. Stone is largest at the bottom and smallest at the top reflecting the natural stacking of the material.
- c. The lower floor may be stucco (20-30 fine sand finish) with the upper floor(s) clad in wood or shingle siding.

2. Primary Walls

- a. Walls shall show no more than two materials along any vertical section of the building, with no more than 90% of the total wall surface in one material. Single family detached houses are exempt.
- b. Piers are a minimum of 6"x6" if wood posts, and 18"x18" if stone or stucco.
- c. Stone is largest at the bottom and smallest at the top.

3. Roof-Wall Connections

- a. Wide eaves with exposed rafters
- b. Wood braces may be used.
- c. Minimum 2' overhang
- d. Decorative, spaced boards to vent attics

4. Roof

- a. Principal gables are between 3:12 and 4:12, and shed slopes are less than the principal slope (between 2:12 and 6:12).
- b. Dormers may be used to provide light and air to rooms in the attic space.
- c. Heavy timber throughout in lookouts and brackets (6x8 minimum)

5. Drainage

- a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.
- c. Downspouts are painted or copper and typically round or square.

6. Openings

- a. Window openings should be oriented vertically, although several windows may abut to form a horizontal overall opening.
- b. Window lites may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window: 4 over 1, 3 over 1)

7. Attached Elements

- a. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.
- b. Tapered, square columns
- c. Deep porches to block sun and provide shade to interiors.

8. Massing

- a. Lofts are always concealed in the roof with dormers
- b. 2-story with 1-story components attached such as porches or veranda.
- c. 1-story simple house forms with 1-story components attached such as porches or veranda.

9. Site Definition and Landscape

- a. Buildings typically face a front yard.
- b. Garden walls of rounded stone and/or klinker brick, brick are common.
- c. Trellis and other woodwork define outdoor porches and patios.

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4.4.080 Other Project Design and Development Standards

4.4.081 - Parking Design

- A. **Number of spaces required.** Off-street parking spaces shall be provided for each land use as required by Sections 4.2.030 through 4.2.070 for the applicable zone.
- B. **Parking design.** Parking facilities, including internal and external access, and individual spaces shall be designed in compliance with the standards in UDC 17.51.060 (Parking Standards). Parking facilities visible from a street shall be landscaped as provided in Section 4.4.082 below.

4.4.082 - Landscape Standards

- A. **Street trees.** Proposed development shall include street trees as provided by Chapter 2.
- B. **Parking facility landscaping.** Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement, in compliance with the City's Design Standards. In the limited circumstances where this Old Town Code allows parking areas adjacent to a street or sidewalk, the parking area shall be screened with landscaping, and/or a decorative wall between 36 and 48 inches in height, as approved by the City, and in compliance with the City's Community Character and Design Guidelines
- C. **General.** All landscape shall fully comply with the requirements of AB 1881 regarding the installation of low water usage landscape.

4.4.083 - Fences, Walls, and Screening

- A. **Applicability.** The requirements of this Section apply to all fences and walls unless otherwise stated.
 - 1. **Fences or wall in flood hazard area.** A fence or wall in an area subject to flooding identified on a Federal Flood Insurance Rate Map (FIRM) on file with the City shall require a building permit, and shall comply with all requirements of the City Engineer in addition to the requirements of this Section.
 - 2. **Exemptions.** These regulations do not apply to fences or walls required by regulations of a State or Federal agency, or by the City for reasons of public safety.
- B. **Height Limits.** Each fence, wall, and hedge shall comply with the height limits shown in the following table.

Maximum Height of Fences and Walls

Location of Fence or Wall	Maximum Height
Within front or street side setback	42 in.
Within interior side or rear setback	6 ft. (1)
Within a zone where no setback is required	
Located 20 ft. or more to the rear of a front or street side property line	6 ft. (1)
Located within 20 ft. of a front or street side property line	42 in. for solid wall or fencing 6 ft. for open fencing
At intersection of alley, street, or driveway	42 in.
Outside of a required setback	8 ft.

Notes:

(1) A fence or wall up to eight feet in height may be allowed when the portions above six feet are of an open design (e.g., lattice, wrought iron or grille work). A building permit is required.

C. Specific fence and wall requirements. Fences and walls are required as follows, in addition to any other City requirement, or California Building Standards Code requirements:

1. **Fencing between different land uses.** Fencing between different land uses shall be provided in compliance with Subsection E. (Screening).
2. **Outdoor equipment, storage, and work areas.** Nonresidential outdoor uses and equipment adjacent to a residential use shall be fenced and/or screened in compliance with Subsection E. (Screening).
3. **Retaining walls.** Any embankment to be retained that is over 48 inches in height shall be benched so that no individual retaining wall exceeds a height of 36 inches, and each bench is a minimum width of 36 inches.
4. **Temporary fencing.** Temporary fencing may be necessary to protect archaeological or historic resources, trees, or other similar sensitive features during site preparation and construction. This fencing shall be approved by the Director.

D. Prohibited materials. The following fencing materials are prohibited except where they are required by a State or Federal law or regulation: barbed, razor or concertina wire in conjunction with a fence or wall, or by itself, and chain link fencing within a front or street side setback. In no case shall chain link fencing be visible from the public right-of-way.

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E. Screening. This Subsection establishes standards for the screening and separation of adjoining residential and nonresidential land uses, equipment and outdoor storage areas, as well as surface parking areas.

1. Screening between non-residential and residential. Non-residential development abutting a site developed exclusively as a residential use shall provide screening at the parcel boundary as follows:

- a. The screen shall consist of plant materials and a solid, decorative wall of masonry or similar durable material, six feet in height. Up to eight feet may be allowed in compliance with Subsection B (Height Limits). Openings or pedestrian connections may be required at the discretion of the City.
- b. The decorative wall shall be architecturally treated on both sides, subject to the approval of the City.

2. Mechanical equipment, loading docks, and refuse areas.

- a. Roof or ground mounted mechanical equipment shall be screened from public view from adjoining public streets and rights-of-way and adjoining properties with residential development. This equipment includes air conditioning, heating, ventilation ducts, and exhaust vents, loading docks, refuse storage areas, and utility services, electrical transformers, gas meters, etc.
- b. The colors, materials, and architectural style of screening shall be architecturally compatible with other on-site development.
- c. All single family dwellings shall be designed with storage space provided for three, 90-gallon trash bins, not visible from the street during non-collection days.
- d. Trash enclosures shall be built to accommodate a sufficient number of three-yard bins. The number of bins shall be determined by the City at the time that a development application is submitted for review. Trash enclosures shall be consistent with the surrounding architecture and shall be constructed with a solid roof, and provide convenient pedestrian and collection-vehicle access.

4.5 - Sign Regulations

4.5.010 - Purpose

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within Old Town Newhall, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

- A. Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;
- B. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, and shop;
- C. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached; and
- D. Safeguard and protect the public health, safety, and general welfare.

4.5.020 - Applicability

- A. Signs regulated.** These sign regulations apply to all signs in all zones established by Section 4.2.010 (Regulating Plan and Zones), except that directional/instructional signs and real estate signs shall instead comply with the requirements of Unified Development Code (UDC) Section 17.51.080 (Sign Regulations Private Property).
- B. Applicability to sign content.** The provisions of this Chapter do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
- C. Sign permit requirements.** Sign installation within the areas subject to this Old Town Code shall require sign permit approval in compliance with UDC Section 17.51.080 (Sign Regulations Private Property).
- D. Sign Variances and Historic Sign Designation.** See UDC Section 17.24.110 (Administrative Sign Variance and Historic Sign Designation).
- E. Definitions.** Definitions of the specialized terms and phrases used in this section are listed in Unified Development Code Section 17.51.080 (Sign Regulations Private Property).

4.5.030 - Prohibited Signs

All sign types and sizes not expressly allowed by this Chapter shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

- A. Abandoned signs;
- B. Animated and moving signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs), and barber poles;
- C. Exposed cabinet/raceways behind channel letters;
- D. Internally illuminated cabinet (can) signs;
- E. Off-site signs (e.g., billboards, and signs mounted on vehicles);

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- F. Obscene signs;
- G. Pole signs and other freestanding signs over six feet in height;
- H. Roof signs;
- I. Because of the City's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic;
- J. A sign in the form or shape of a directional arrow, or otherwise displaying a directional arrow, except as approved by the City, or as required for safety and convenience and for control of vehicular and pedestrian traffic within the premises of the subject use;
- K. A sign attached to or suspended from a boat, vehicle, or other movable object that is parked within a public right-of-way, or located on private property so that it is visible from a public right-of-way; except a sign painted directly upon, magnetically affixed to, or permanently affixed to the body or other integral part of a vehicle;
- L. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;
- M. A sign placed within a public right-of-way, except as provided by Section 4.5.050.B (Signs allowed in the UC and COR zones);
- N. A sign painted directly on property line walls, garden walls, or a building unless otherwise stated in the Sign Standards table;
- O. Temporary and portable signs, including the following;
 - 1. A-frames (unless otherwise stated in the Sign Standards table) and other portable sidewalk signs;
 - 2. Balloons and other inflatable devices;
 - 3. Flags, except official national, state, or local government, institutional or corporate flags, properly displayed; and
 - 4. Pennants and streamers, except in conjunction with a athletic event, carnival, circus, or fair.

4.5.040 - General Requirements for All Signs

- A. Sign area and height measurement.** The measurement of sign area and height to determine compliance with the maximum sign area requirements and height limits of this Chapter shall comply with Unified Development Code Section 17.51.080 (Sign Regulations Private Property).
- B. Sign location requirements.** Each sign shall be located in compliance with the following requirements, and all other applicable provisions of this Chapter.
 - 1. On-premise signs required.** Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this Chapter.
 - 2. Setback requirements.** Each sign shall comply with the setback requirements of the applicable zoning district, except for an approved projecting sign, and except for an approved freestanding sign, which shall be set back a minimum of 10 feet from the front and side street property lines.

3. **Placement on a building.** No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building.
4. **Signs within a public right-of-way.** No sign shall be allowed in the public right-of-way except for the following:
 - a. A projecting or A-frame sign in compliance with Section 4.5.050.B (Signs allowed in the UC and COR zones);
 - b. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic;
 - c. Bus stop signs installed by a public transit company;
 - d. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities; or
 - e. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized within the public right-of-way.

All signs within the public right-of-way that are intended to regulate, warn, or guide traffic, shall comply with the Manual on Uniform Traffic Control Devices.

Any sign installed or placed within the public right-of-way other than in compliance with this Section shall be forfeited to the public and be subject to confiscation.

- C. **Sign design.** The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or Building Permit can be approved.
 1. **Color.** Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.
 2. **Design and construction.**
 - a. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this Chapter, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
 - b. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.
 - c. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.
 3. **Materials and structure.**
 - a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall match those used on the buildings on the site and any other signs on the site.
 - b. No sign shall include reflective material.
 - c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - d. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.
 - e. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.

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4. **Street address.** The City may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.
5. **Copy design guidelines.** The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.
 - a. Sign copy should relate only to the name and/or nature of the business or commercial center.
 - b. Permanent signs that advertise continuous sales, special prices, or include phone numbers, websites, etc., should be avoided.
 - c. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 - d. The area of letters or symbols should not exceed 40 percent of the background area in commercial districts or 60 percent in residential districts.
 - e. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.
6. **Sign lighting.** Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.
 - a. External light sources shall be directed and shielded so that they do not produce glare off the site, or illuminate any object other than the sign.
 - b. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
 - c. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
 - d. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
 - e. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited unless approved in writing by the Director of Community Development.

D. Sign maintenance.

1. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
2. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
3. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the Municipal Code.
4. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

4.5.050 - Sign Standards by Zone

Each sign shall comply with the restrictions provided by this Section.

A. UG-1 and UG-2 zones. Each sign in the UG-1 and UG-2 zones shall comply with the requirements in the following table.

SIGN STANDARDS FOR UG-1 AND UG-2 ZONES

Single-Family Dwellings, Duplexes, Triplexes, Fourplexes: None allowed

MULTI-FAMILY PROJECTS AND STRUCTURES, NON-RESIDENTIAL USES

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
Wall or freestanding	Wall signs: below edge of roof; Freestanding: 48 inches	1 of either allowed type per entrance or street frontage	12 sf each; 24 sf total all signs

B. UC and COR zones. Each sign in the UC and COR zones shall comply with the requirements in the following table. An approved Sign Review (Enhanced Signage) or a Master Sign Program (Sign Program) may allow for additional signage opportunities that substantially conform to the spirit of Old Town Newhall sign standards. Refer to Unified Development Code Section 17.23.190 (Sign Review). All sign programs shall conform to the spirit and context of the Old Town Newhall Specific Plan and shall be consistent with the adopted architectural styles and guidelines.

SIGN STANDARDS FOR UC AND COR ZONES

Allowed Sign Types	Maximum Sign Height and Location Requirements	Maximum Sign Area and Other Requirements
“A-Frame”	Shall generally be a maximum of 2’ x 3’ and shall be free and clear of all pedestrian paths of travel.	7 square feet. “A-Frame” signs are permitted in the Urban Center and Corridor zones during regular business hours subject to the approval of the Director of Community Development in accordance with the Old Town Newhall sign application ¹ .
Awning	Shall be entirely on awning valence; lettering maximum 66% of valence height; valence height max 18 inches.	50% of the area of the valence front. 1 sign maximum per each separate awning valence.
Marquee	To be established by the City as part of a formal Sign Review Permit as listed in UDC Section 17.23.190 (Sign Review). Allowed only for the entrance of a theater or playhouse.	To be established by the City as part of a formal Sign Review Permit. One (1) sign maximum
Menus and Menu Boards	Menus shall generally not exceed 18 inches tall by 24 inches wide and shall be posted near the main entrance to a restaurant. Menu Boards (A-frame style) shall not generally exceed 4’ tall by 2’ wide and shall be located on private property. ³	Menus shall not exceed a total of 3.5 square-feet and are only allowed at eating and drinking establishments. Menu Boards shall not exceed a total of 9 square-feet and shall only be displayed during regular business hours. ¹
Monument	5’ including base structure. Allowed only on a site within the COR zone with more than 100’ of continuous street frontage. Parcels within the UC zone that front Railroad Avenue that meet the 100’ frontage requirement are also eligible for monument signs, subject to the approval of a Sign Review Permit.	36 square-feet.

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SIGN STANDARDS FOR UC AND COR ZONES (continued)

Projecting or suspended	16 inches and bottom of sign shall be no closer than 8' above sidewalk surface below.	6 square-feet. No dimension greater than 3' Sign shall be redwood sandblasted, hand carved, or architecturally designed equivalent.
Wall	2' below parapet or eave. Individual letters up to 36 inches may be allowed. Any sign over 36 inches in height shall be subject to a Sign Review Permit (UDC Section 17.23.190). Mounting single-story: above 1 st floor windows. Mounting multi-story: between windows.	One (1) square-foot per-linear-foot of primary business frontage. One (1) sign allowed per business frontage with pedestrian entrance. Side street or rear entrance wall sign maximum is 50% of the primary sign area. Wall signs painted directly on a building or wall, mimicking historic old town signage or that are part of an architectural theme may be permitted subject to the issuance of a Sign Review permit for Enhanced Signage.
Window Permanent ²	Within window area	15% of total window area
Window Temporary	Within window area	25% of total window area. Allowed for display a maximum of 15 days at one time, up to two (2) times in a 12-month period. One (1) additional special event/holiday shall be permitted for up to 45 days in any 12-month period.

¹An Old Town Newhall sign application is required for A-frame signs and menu boards. Creative sign design is encouraged and alternative designs of Menu Boards and A-frame signs that incorporate decorative bases or other artistic elements may be approved. The Director of Community Development shall have discretion for the approval of all Sign Review applications.

²Window signage shall be limited to decals, illuminated signs, painted signs, or other similar signage approved by the Director of Community Development. Entertainment uses are exempt from these window sign provisions for events associated with their use.

³A Menu Board may be located in the public right-of-way subject to the submittal of an Outdoor Dining application to ensure that the Menu Board meets required clearances and that issues of liability and safety are addressed.

C. Sign standards for Creative District (CD) zone. Signs within the CD zone shall comply with the requirements of Unified Development Code Section 17.51.080 (Sign Regulations Private Property).

5.5.070 - Nonconforming Signs

A nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this Downtown Code.

A. General requirements. A nonconforming sign shall not be:

1. Changed to another nonconforming sign;
2. Structurally altered to extend its useful life;
3. Enlarged;
4. Re-established after a business is discontinued for 60 days or more; or
5. Re-established after damage or destruction to 50 percent or more of the value of the sign, or its components, as determined by the Building Official.

B. Maintenance and changes. Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, any nonstructural modifications exceeding 25 percent of the existing total area of the sign, as well as any structural changes, shall comply with all applicable standards of this chapter.

4.6 Murals/Wallpapering or Covering of Buildings.

- a. Exterior building walls shall not be covered with paper, murals, or other similar material without the approval of a Temporary Use Permit (TUP).
- b. Murals shall be artistic in nature and not commercial, shall not bear phone numbers, website addresses, or other information that may constitute advertising or a commercial sign. Should a mural be deemed commercial in nature, the provisions of Chapter 4.5 (Sign Regulations) of this Old Town Code shall apply.
- c. Murals and building coverings are subject to conditions of approval to ensure that a mural or building covering is safe, structurally sound, will be maintained during the life of the artwork, and that the building will be returned to its original condition when the artwork is removed.

4.7 Outdoor Dining Guidelines

4.7.010 – Purpose

The purpose of the Outdoor Dining Guidelines is to promote safe and attractive use of the public areas in Old Town Newhall. This section assists property owners and tenants along Main Street in establishing outdoor dining areas in the public right-of-way (ROW) that will help create a dynamic and lively atmosphere of the commercial core of Old Town Newhall. To a limited extent, outdoor dining in the public right-of-way may be permitted on streets other than Main Street in the Corridor or Creative District zones, subject to the issuance of an Administrative Permit (See Section 4.7.010.Q).

- A. Context:** This section implements policies from the Old Town Newhall Specific Plan, effective December 2005, which encourage pedestrian oriented shops, restaurants and services located on Main Street. To promote Main Street as the recognizable focus of Old Town Newhall, portions of the public right-of-way are available for lease or license for the purposes of creating or extending outdoor dining areas. These standards apply to the design and construction of dining areas and enclosures that will extend into leased areas of the public ROW along Main Street. See Figure 1.0 for an outline of the project area.
- B. Eligible Properties:** With the approval of the Director of Community Development, properties within the Urban Center zone may be allowed to encroach into the public right of way for outdoor dining. The Main Street Outdoor Dining Guidelines provide standards for properties with frontage on Main Street for encroachments for outdoor dining. Eligible properties are shown in Figure 1.0 for a map of eligible properties under these guidelines.

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- C. Application Process:** The application process and submittal requirements to establish an outdoor dining area within the right-of-way on Main Street are outlined in the Main Street Outdoor Dining Area Application & Checklist.
- D. Other Regulations:** Business and property owners are not relieved from obtaining other required approvals, licenses, and permits for a new or expanded business from the Community Development Department, Public Works Department, Fire Department, Alcoholic Beverage Control Board (ABC), and any other appropriate authority.
- E. General Guidelines:** The City's interest in reviewing applications for outdoor dining relates to the safety and well being of the public and the promotion of the Old Town area as a vital and attractive pedestrian district. The City's goal is to maintain the highest standards of accessibility and safety while achieving an attractive and functional design. In general, allowed encroachments should compliment public use and improvements. In no case shall encroachments be permitted which serve to exclude the public from any public sidewalk or street. The City may deny any application for outdoor dining in the public right of way that it determines does not comply with these guidelines or any other standard or regulation set forth by the City.
- F. Location and Dimensions:** Dining areas in the right-of-way may be allowed where it can be determined by the City that the encroachment would not result, individually or cumulatively, in a narrowing of the sidewalk such that important functional attributes of Old Town, (e.g., ability of pedestrians to stroll side-by-side and to pass comfortably for significant stretches, lingering and window shopping) are not jeopardized. The location and dimensions of any item located in a public place shall meet the minimum requirements set forth in these guidelines and any other local, state or federal law or regulation.
1. Encroachments shall conform to the following standards:
 - 5' minimum width unobstructed pedestrian path of travel;
 - 4' minimum setback from driveways;
 - 8' minimum setback from pedestrian ramps at corners;
 - 2' minimum setback from any legally required building entrance or exit;
 - All dining furniture and appurtenances must be contained within the dining area;
 - Above grade planters or pots used as part of the dining enclosure shall be a minimum height of 2'; and
 - Pots and plant materials shall not exceed a maximum height of 4'.

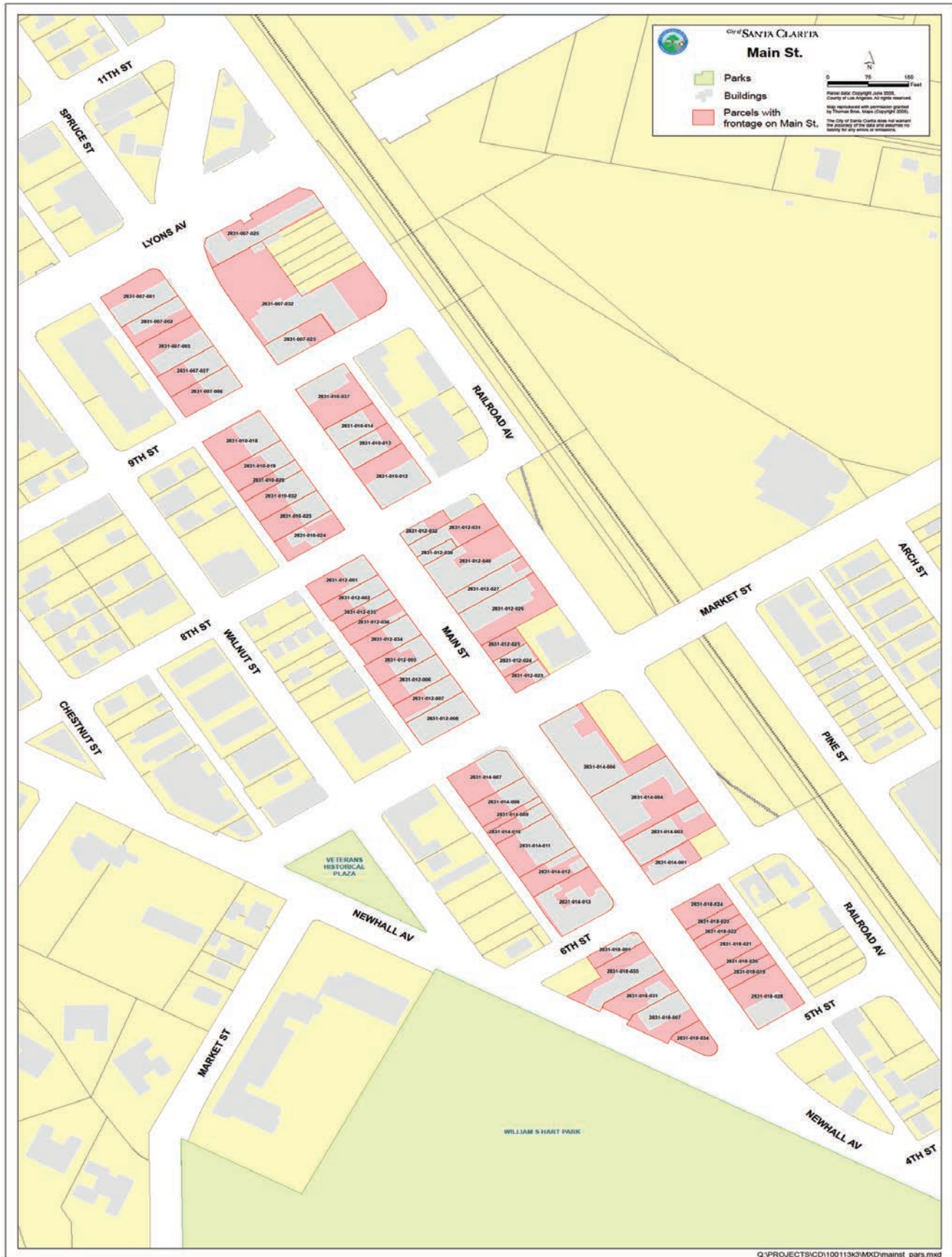


Figure 1: Main Street Outdoor Dining Eligible Properties.

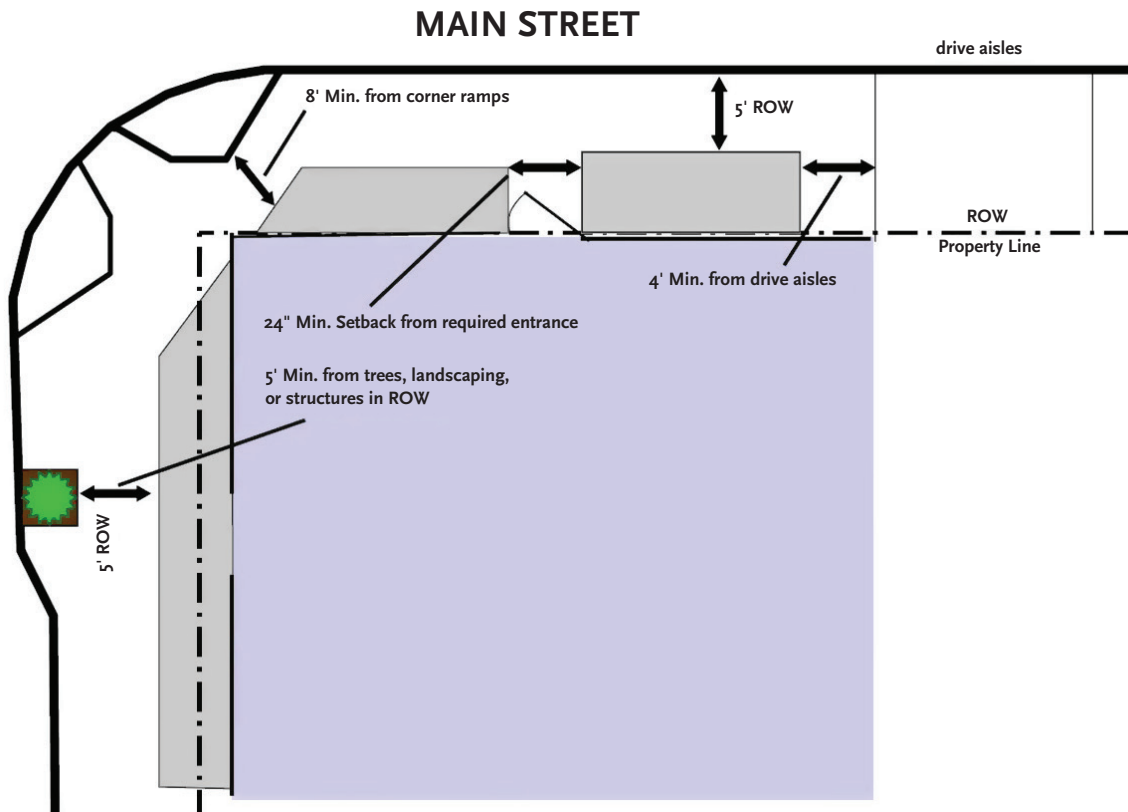


Figure 2 – Setback Exhibit

2. Encroachments shall not block safe access to businesses, parking spaces, bike stalls, or other spaces required by local, state or federal building or safety codes.
3. Chairs and tables shall not extend into the required accessible walkway at any time. Chairs must be at a scale appropriate to the size of the table or space available for seating.
4. Tables and chairs shall not be affixed to the sidewalk or any portion of the right-of-way.
5. Heating devices shall be reviewed by the City of Santa Clarita for safety and aesthetics and may require separate building permit review.
6. The Community Development Department may require an Architectural Design Review to review any items placed in the City right-of-way that are not clearly consistent with these guidelines.

G. Maintenance and Operational Standards

1. Maintenance of sidewalk encroachments shall be the sole responsibility of the permit holder.
2. Any item permitted to be placed in the City right-of-way shall be maintained in a safe manner so as not to obstruct pedestrian access to public sidewalks, access ramps or doorways. Movable items, like chairs, shall be positioned to prevent obstruction of access routes at all times. The permitted item shall be, if moved by patrons, relocated to the appropriate location at all times.
3. All materials shall be well maintained without stains, rust, tears or discoloration. Materials that show signs of significant wear/age shall be replaced.
4. Umbrellas shall be constructed of durable fade resistant materials.



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H. Colors and Materials - The types of materials placed on City sidewalks shall portray a well maintained and aesthetically appealing streetscape. The variety of uses that exist in Old Town Newhall require a cohesive guideline of allowed materials, colors and variation of items permitted in the common commercial area.

1. All items located on the public sidewalk shall be constructed of durable materials appropriate for use in the public right-of-way. Folding chairs, light weight materials, deteriorated, U.V. damaged, splintered or other similar furniture will not be approved or placed in the right-of-way. Sealed or painted metal or wood tables are recommended.
2. Permitted encroachments shall be complimentary in material, color and design to the buildings they serve and are adjacent to.
3. Tablecloths, umbrellas and similar materials used as part of an encroachment, shall be clearly described in the project application (material samples may be required). All materials shall be painted, stained, etc., in a solid color; stripes and patterns are discouraged.
4. Street furniture shall not contain signs, advertising, or logos.

I. Umbrellas

1. Umbrella shades shall have approved solid colors. Patterns and stripes are discouraged.



2. Umbrellas shall be installed and maintained so as to provide pedestrian clearance by maintaining seven (7) feet of clearance from the sidewalk to the lowest edge of the umbrella. Umbrellas shall not exceed a maximum height of nine (9) feet from the base to the top portion of the pole.
3. Umbrellas shall be constructed of a canvas-type material suitable for outdoor use. No plastic fabrics, plastic or vinyl-laminated fabrics, or any type of rigid materials are permitted.
4. Umbrellas shall be set back a minimum of five (5) feet from the neighboring property.



J. Barriers

1. A barrier is required for the full perimeter (with the exception of access openings) when the outdoor seating area extends more than four feet into the public ROW. Landscape planters may be used as barriers.
2. Sectional fencing must be constructed of metal (aluminum, steel, iron, or similar) or wood and must be of a dark color (either painted or stained).
3. Rope or chain barriers are permitted. The rope or chain must have a minimum diameter of one inch. Vertical support posts must be constructed of wood or metal.
4. Barriers shall not be affixed to the sidewalk or cause damage to the existing right-of-way.



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K. Planters and Landscaping

1. Planters shall contain plant materials in healthy condition. Stressed, dead, or dying landscape must be promptly replaced.
2. Planters shall have a self-contained watering reservoir system that prevents any leakage onto the sidewalk.
3. Debris or litter caused by landscape planters shall be maintained or cleaned by the responsible business or property owner. Debris, stains or litter shall be cleaned or removed by the responsible business or property owner.
4. Planters and landscaping shall be trimmed to maintain the required accessible walkway of no less than 5 feet in width.



L. Menu Boards

1. Menu boards shall be limited to one per eligible business and shall meet the setback requirements identified in Figure 2.
2. Menu boards shall be limited to a maximum size of 9 square feet and shall conform to the standards listed in ONSP Section 4.5.050.B.
3. Menu boards shall not be affixed to or cause damage to the existing sidewalk or any other portion of the right-of-way.



M. Lighting

1. Lighting shall illuminate only the dining area and shall be shielded from the public space.
2. Lighting shall be mounted so that all wiring is concealed. Rope or string lights are allowed provided they are installed to the requirements of the Building Code and manufacturer's specifications.



N. Signage

1. All signage proposed to be located upon umbrellas, barriers, or similar shall be subject to the approval of the Director of Community Development. In no circumstance shall off-site signage or corporate branding, other than that of the subject business, be permitted.

O. Other Types of Encroachments

1. Other types of encroachment, not anticipated in these guidelines may be considered and permitted by the City, but must comply with the purpose and intent of these guidelines.

P. Indemnification and Insurance

Issuance of an outdoor dining permit shall be contingent upon the applicant enacting an Outdoor Dining License Agreement with the City of Santa Clarita. The applicant shall also provide a Certificate of Liability Insurance for the duration of the outdoor dining permit and license agreement. Annual minimum coverage limits shall be established by the City at the time of application.

Q. Outdoor Dining in Other Areas

While the primary focus of outdoor/sidewalk dining is centered on Main Street, there may be other instances that occur in the Corridor or Creative District zones where similar sidewalk dining activities may be warranted. In these cases, outdoor dining in the right-of-way may be approved subject to the issuance of an Administrative Permit and provided that the proposal meets the requirements set forth in this chapter.

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4.8 Findings

In order to preserve the historic and unique character of Old Town Newhall, and in an effort to encourage the creation of a vibrant arts and entertainment district, prior to the issuance/approval of certain permits listed in UDC Chapters 17.23.22 (Class I Applications—Ministerial), 17.23 (Class II Applications—Discretionary), 17.24 (Class III Applications—Discretionary), 17.25 (Class IV Applications—Discretionary), 17.26 (Class V Applications—Discretionary), 17.27 (Class VI Applications—Discretionary), and 17.28 (Class VII Applications—Legislative), the following findings shall be made in addition to the findings listed in UDC Section 17.06.130 (Findings and Decision):

ONSP-1: That the proposed use or project is consistent with the Old Town Newhall Specific Plan; and

ONSP-2: That the proposed use or project meets the development requirements for the zone within which it is located including parking, architecture, and ground-floor uses.

4.9 (Reserved)

4.10 - Downtown Code Glossary/Definitions

4.10.010 - Purpose

This Section provides definitions of terms and phrases used in this Old Town Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Unified Development Code or other provisions of the Municipal Code, these definitions shall control for the purposes of this Old Town Code. If a word is not defined in this Section, or in other provisions of the City of Santa Clarita Municipal Code, the Director shall determine the correct definition.

4.10.020 - Definitions of Specialized Terms and Phrases

- A. Land use type classifications.** The land use types listed in Table 4-1 shall be defined as provided in Unified Development Code Sections 17.42 (Residential Use Types), Chapter 17.43 (Commercial Use Types), 17.44 (Industrial Use Types), 17.45 (Public and Semi-Public Use Types), 17.46 (Agricultural Use Types), 17.47 (Temporary Use Types), 17.48 (Accessory Use Types), and 17.49 (Development Activities/Miscellaneous Use Types), except for use types that are defined in Subsection B.
- B. Terms and phrases.** As used in this Old Town Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise:

Accessory Outdoor Storage for a Permitted Non-residential Use: limited only to accessory outdoor storage for permitted or conditionally permitted uses. All storage shall be screened from public view. This category specifically excludes those uses listed in Section 17.44.01.13 (Outdoor Storage) of the Unified Development Code.

Accessory Structure: a detached building or structure, part of a building or structure, which is incidental or subordinate to the main building, structure or use on the same parcel, without cooking facilities (e.g., storage shed, garage, gazebo).

Accessory Use: a use that is incidental, related, appropriate, and clearly subordinate to the main use of the lot or building. Refer to UDC Section 17.48.010.2.

Adult Business: a business as defined in Section 17.11.020 of the Unified Development Code and that is subject to Chapter 17.61 of the Unified Development Code (Adult Business Regulations).

Alcohol Beverage Sales: alcohol sales is specifically governed by Section 17.66.020 (Alcohol Sales) of the Unified Development Code.

Allee: a row of trees planted along a Thoroughfare or Pedestrian Walkway.

Alley: a public or private right-of-way, not less than 20' wide, that provides off-street service access to commercial buildings or residences. Should an alley be utilized as part of a project's parking plan and/or used for primary or major public access, the alley shall be considered a drive aisle and shall have a required minimum width of 26 feet.

Ambulance or Paramedic Dispatch: includes ambulance dispatch activities as listed in UDC Section 17.45.010.9.g (Ambulance and Paramedic Dispatch).

Animal Day Care: includes uses listed in UDC Section 17.43.010.3.d.

Animal Keeping: For Educational Purposes (Large or Small): includes uses listed in UDC Section 17.46.010.5. Uses in this category shall also be subject to the provisions for animal keeping listed in UDC Section 17.62.020 (Keeping of Large Animals) and Section 17.62.030 (Keeping of Small Animals).

Animal Keeping, Small Animals: includes uses listed in UDC Section 17.46.010.4. The keeping of small animals such as sheep, goats, dogs, rabbits, birds and similar animals is permitted as set forth in Section 17.62.030 of the Unified Development Code.

Animal Uses, Prohibited: includes uses listed in UDC Sections 17.43.010.3.b (Animal Menagerie), 17.45.010.14 (Zoos), 17.46.010.4.a (Beehives), 17.46.010.4.b (Dairies), 17.46.010.4.c (Feedlot, Livestock), 17.46.010.4.d (Hog Ranch), 17.43.010.e (Large Animals), 17.43.010.3.f (Riding Academies), 17.43.010.3.h (Stables, Commercial), 17.46.010.4.g (Wild, Exotic, or Educational Purposes), and 17.46.010.7 (Wildlife Preserves and Sanctuaries).

Animal Uses, Restricted: includes uses listed in UDC Section 17.43.010.3.a (Animal Crematory), and 17.43.010.3.c (Animal Shelter). These uses require a Conditional Use Permit and are only allowed in the Creative District zone.

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Antique, Collectible, or Vintage Clothing Store: a retail store that sells antiques, curios, gifts and souvenirs, and collectible items including sports cards and comic books. This use classification may also include fashion boutiques that sell a mix of new and used items, including consignment items, that do not fit the traditional definition of second hand or used merchandise stores.

Apartment: a dwelling sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Apparel Boutiques: establishments primarily engaged in the sale of clothing, shoes and accessories. Apparel Boutiques may include vintage clothing or higher-end retail sales of reconditioned items but specifically exclude those uses listed under Secondhand Stores or Thrift Stores.

Arcade: see “Frontage Type.”

Architectural Type (also referred to as ‘Building Type’): a structure defined by the combination of configuration, placement, and function. See the “Building Type” definitions listed below.

Art Gallery: includes establishments where art is displayed, typically for purchase. Art Galleries may include accessory services such as framing, small gatherings, receptions, and possibly classes. Instructional uses, if any, shall be subject to the appropriate entitlement permit.

Art Supply Store: typically includes businesses that sell art supplies. Such firms may include other services such as framing and may include certain instructional uses. Instructional uses, if any, shall be subject to the appropriate entitlement permit.

Artisan/Craft Product Manufacturing: this use pertains to skilled trades and craftspersons who build, fabricate, manufacture, or otherwise create goods for sale. This use does not include art or craft studios where “artists”, rather than those involved in skilled trades (carpentry, metal fabrication, etc.), create art and wares for sale.

Artisan Goods, Furniture, and Specialty Stores: pertains to uses where artisans sell their creations and products. These uses differ from Artisan/Craft Product Manufacturing in that the primary focus is retail and selling, not manufacturing, although limited assembly and reconditioning may be permitted.

Arts & Entertainment-Oriented Retail: includes those retail and service establishments that provide goods and services in support the Newhall Arts and Entertainment District. The Director of Community Development shall determine if this category applies to a proposed retail or service use.

Assembly: involves the assembling of smaller components into larger products. This category applies to various light-industrial, non-noxious and non-impactful uses typically associated with business park activities. Permitted assembly uses shall not create odors, noise, undue traffic impacts, or other nuisances that could impact surrounding properties. See UDC Section 17.44.010.1.

ATM: Automated Teller Machine. An ATM is permitted in any commercial zone in the Old Town Newhall Specific Plan. ATMs that are associated with banks and credit unions (defined as institutions with deposit accounts insured by federal agencies such as the FDIC or NCUA) may be located on the street as an accessory use to the bank use. Where no physical bank office or branch is present, a stand-alone ATM that is associated with a bank or credit union may be allowed subject to the issuance of a Conditional Use Permit. In cases of ATMs that are associated with non-banking businesses such as convenience stores, restaurants, etc., the ATM shall be located entirely inside the business. Signage for ATMs shall not be permitted, except as an accessory use to a bank or credit union or with a Conditional Use Permit such as in the case of a stand-alone ATM that is affiliated with a bank or credit union.

Auction Facilities: includes uses listed in UDC Sections 17.43.010.4.a and 17.43.010.010.4.b.

Automobile/Light Truck Sales and Services: includes all uses listed in UDC Section 17.43.010.26.a, except for Subsection 2 (Commercial Storage), Subsection 3 (Fuel Sales), and Subsection 6 (Wash).

Auto Supply and Accessory Store: includes auto parts, auto supplies, and accessories. May include body accessories, audio sales, alarm sales, etc. Installation of items sold is permitted provided all activities occur indoors and any vehicles awaiting service are parked behind the retail use, screened from public view.

Bakery: includes business where cakes, pastries, cookies, breads, or other baked goods are created and sold. Such businesses may also sell other food items and/or operate with traits and properties of a restaurant or similar food uses. Typical uses include bagel shops, donut shops, cake bakeries, cookie stores, cupcake stores, etc.

Banks/Credit Unions: includes financial institutions including: banks, credit unions, savings and loans, and similar firms. This classification specifically excludes Check Cashing/Currency Transfer Services.

Banquet Facility: includes uses listed in UDC Section 17.43.010.8.a.

Bar: includes establishments used primarily for the sale or dispensing of alcoholic beverages for on-site consumption that are not part of a restaurant. See section 17.43.010.8.b of the Unified Development Code.

Batten: a sawed strip of wood put over a seam between boards as a fastening or covering.

Bicycle Path: a dedicated area, paved in a variety of materials (e.g., asphalt to decomposed granite) that is non-traversable by motorized vehicles and is often shared with pedestrians.

Bicycle Route: an identified area, usually by white lines, that is part of the vehicular roadway that allows bicycle use.

Bicycle Shop: includes establishments primarily engaged in the sale of bicycles and accessories. This category also includes shops that sell electric bicycles and may be considered for stores that sell other personal mobility devices, motorized or non-motorized, that do not fit the technical definition of bicycles.

Block: the aggregate of private lots, passages, common drives and lanes, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Boat/Camper/RV Sales and Services: includes all uses listed in UDC Section 17.43.010.26.b, except Subsection 1 (Commercial Storage).

Book Stores/Reading Rooms: consists of establishments that primarily sell books, magazines, and printed materials. Such uses may include space for customers to lounge while reading, and may provide accessory services such as food or meeting space for discussion groups. This use category specifically excludes Adult Businesses as defined in Section 17.11.020.

Bottling Plants: includes those uses listed in UDC Section 17.44.010.2.

Building Function: the uses accommodated by a building and its lot.

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare.

Building Height in Excess of 35': applies to projects that exceed the 35' threshold. This provision does not apply to full block development, projects developed under the Mixed Use Ordinance, or other development standards that allow for increased height in a particular zone.

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Building and Landscape Material Sales: includes those activities listed in Unified Development Code Section 17.43.010.20 (Building Materials Stores).

Building Placement: the maximum envelope available for placing a building on a lot.

Building Type (also referred to as “Architectural Type”): a structure defined by the combination of configuration, placement and function. The types used in this Specific Plan are listed below:

Bungalow Court: a building type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a share type that is wholly open to the street. See Section 4.3.010.H.

Carriage House/Second Unit: an attached or detached residence which provides complete independent living facilities for one or more persons and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes Second Units, Accessory Dwelling Units, and “granny flats.” See Section 4.3.010.B.

Commercial Block: a building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Courtyard Housing: a type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arranged next to each other, on one or more courts, to form a shared type that is partly or wholly open to the street.

Duplex, Triplex, and Quadplex: these structures are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

Liner: a structure that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Live/Work: an integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Mansion Apartment: a mansion apartment is a house-like form that accommodates five to eight individual residences. Buildings appear as large houses, typically two or three stories.

Rowhouse: an individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side along the primary frontage.

Sideyard Housing: a building or group of buildings containing one or more residences that are arranged on the site in a row with the first unit near the front of the lot and the last unit near the rear of the lot, and with the primary entrance of each unit from a walkway parallel to and along one side of the lot.

Single Family House and Single Family House Sideyard: a structure occupied by one primary residence. In the case of a sideyard single family home, the primary residence orients itself to one side and rear of its lot. A single family home requires an Administrative Permit in the UG-1 or UG-2 zones.

Stacked Dwellings: a structure of single-floor residences of similar configuration either above or below.

Business Support Services: includes establishments primarily engaged in rendering services to business activities and commerce for a fee or on a contract basis. Services typically include, but are not limited to, advertising, blueprinting, computer related services, office equipment maintenance and repair, office equipment sales and rental, mailing and shipping, photocopying, desktop publishing, etc. See Unified Development Code Section 17.43.010.6.

Butcher Shop: a business that deals primarily in dressing and cutting meats, using a carcass or large pieces of meat to create small cuts, ground mixtures, or other products. Such uses may create odors, attract nuisance pests, and create trash and waste products that differ substantially from typical commercial uses. This category pertains specifically to shops that primarily deal in butchery; this classification does not pertain to Delicatessens or specialty food shops, including meat shops, that sell or serve meat products produced elsewhere.

Call Centers: includes uses listed in UDC Section 17.43.010.17.a.

Caretaker Residence: includes permanent or temporary housing that is secondary or accessory to the primary nonresidential use on the same property. See Section 17.42.010.1 of the Unified Development Code. Caretaker residences shall comply with the parking standards for single-family residential uses.

Carpet and Flooring Stores: includes businesses that specialize in carpet, tile, linoleum, wood, or other flooring materials.

Carports: includes uses listed in UDC Section 17.48.010.3. Carports are not typically permitted in ONSP zones due to form-based code and design requirements. In instances where carports may be considered on residential or commercial properties, they shall be located at the rear of the property, out of public view, screened to the greatest extent possible. Carports with solar panels are permitted in all zones subject to an Administrative Permit but may not be used for required parking for Single Family residences.

Carriage House/Second Unit: see definition above under “Building Type.” See also ONSP Section 4.3.010.B.

Carwash: Accessory Automated: involves an accessory, automated carwash in conjunction with a Fuel Sales use. No attendants are permitted, and all aspects of the washing process shall be automated. Self-service vacuuming and drying may be allowed, provided stalls for such purposes are screened from public view.

Carwash: Manual/Self Service: includes a facility with washing bays where customers wash, dry, vacuum, and/or detail their vehicles. Manual/Self-Service carwash uses are prohibited in all ONSP zones.

Carwash: Full Service: includes uses listed in UDC Section 17.43.010.26.a.6.b. These uses are prohibited in all ONSP zones.

Catering Establishment: includes uses and activities listed in Section 17.43.010 (Catering Establishments) of the Unified Development Code. Accessory uses directly related to a catering service business such as the parking of vehicles associated with the business may be allowed subject to compliance with relevant development standards listed in the ONSP or UDC. This category does not preclude a legally permitted restaurant from providing catering service as an accessory use.

Check Cashing/Currency Transfer Services: includes businesses that primarily deal in cashing, currency transfer, or money lending (“payday loan”) services. These uses differ from Banks/Credit Unions or Financial Services in that they are typically not affiliated with federally insured financial institutions or brokerage/trading firms and are located in store front retail spaces. Uses in this category are only permitted in the COR zone.

Child Day Care: Large or Small Family Day Care Home: includes uses listed in Section 17.42.010.4.a-b of the Unified Development Code. A “Family Day Care” home may have up to six (6) non-related adults or up to fourteen (14) children. For the purposes of this code, the terms “Residential Service/Care Home” and “Child Day Care: Large or Small Family Day Care Home” are synonymous.

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Children's Indoor Play Facility: includes those uses listed in UDC Section 17.43.010.18.e(8) where the primary business model is based on children using a facility for parties, play time, or recreation, for a fee. This category does not include ancillary or accessory play areas associated with a primary use such as a restaurant or office.

City: refers to the City of Santa Clarita or its designated reviewing authority or agency.

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.

Civic Space: an open area dedicated for public use, typically for community gatherings. Civic spaces are defined by the combination of certain physical constants defined by the relationship between their intended use, their size, their landscaping and their enfronting buildings.

Cleaning and Dying Plants: includes those uses listed in UDC Section 17.44.010.3.

Coffee Shop/Diner: a business that specializes in breakfast and lunch, sometimes dinner, typically having a combination of counter, booth, and table seating. Coffee Shops and Diners may be open 24 hours in some instances and often differ from other full and limited service restaurants by being more casual and familiar. This category may also include coffee houses or bakeries that provide seating.

Colonnade: a series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Commercial Recreation Facility, Indoor: establishments providing indoor amusement and entertainment services for a fee or admission charge, including:

- bowling alleys
- coin-operated amusement arcades
- dance halls, clubs and ballrooms
- electronic game arcades (video games, pinball, etc.)
- ice skating and roller skating
- pool and billiard rooms as primary uses

This use does not include adult businesses. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are permitted by right as an accessory use to the primary land use.

Where not expressly addressed by the Old Town Newhall Specific Plan, this use classification also corresponds to Sections 17.43.010.18.a, d, and e, of the Unified Development Code. Other recreational uses may be permitted provided that they are located primarily indoors and are not uses that would impact surrounding properties in terms of noise, traffic, loitering, etc.

Commercial Recreation, Restricted: Includes, but is not limited to, establishments listed in UDC Section 17.43.010.18.b (Amusement Parks), 17.43.010.c (Convention Centers), and 17.43.010.18.e.7 (Sports Arenas).

Common Yard: the type of yard most associated with residential development, characterized by one yard visually connecting with the adjacent yard(s).

Community Assembly: includes the activities typically performed by, or at, institutions listed and defined in Section 17.45.010.1.a-c of the Unified Development Code. Such uses may include, but are not limited to, churches, temples, synagogues, other places of worship, public or private nonprofit clubs, lodges, fraternal organizations, meeting halls, and community centers.

Community Care Facility: includes those uses as defined in Section 17.42.010.2 of the Unified Development Code. See also “Medical Services: Extended Care.”

Construction Contractor/Contractor Storage Yard: includes an outdoor storage area used for the storage of equipment, vehicles, or other materials when not in use. This land use type includes all uses listed in Section 17.44.010.13 of the Unified Development Code and is prohibited in all zones within the Old Town Newhall Specific Plan area.

Context: the particular combination of elements that create a specific environment. A Context Zone (e.g., UG 2) is administratively similar to the land-use zones in conventional zoning ordinances, except that in addition to specifying the building use, density, height and setback, all the relevant elements and characteristics of the intended environment are integrated. The integration includes the characteristics of the private lot and building as well as those of the enfronting public streetscape. Their combination and the ratio of natural-urban intensity is determined by their location on the Transect.

Corporation Yards: includes uses listed in UDC Section 17.45.010.9.b.

Counseling/Lifestyle Management: generally refers to counseling uses, including small groups, where patrons receive counseling and advice for such things as weight management, support, lifestyle coaching, nutrition, etc. Uses associated with this category resemble office-type activities rather than medical office uses. This category does not include instructional uses such as instructional schools, physical fitness coaching, tutoring, etc.

Curb: the edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

Crematory: includes all uses listed in UDC Section 17.44.010.4. A crematory directly associated with a permitted mortuary and that is located on the same parcel, may be permitted subject to the issuance of a Conditional Use Permit.

Day Care Center: Child or Adult: includes those uses and activities listed in Section 17.43.010.7 (Day Care Centers) of the Unified Development Code.

Delicatessen: a food establishment, with or without seating, that sells meats, salads, cheeses, breads, and prepared dishes, hot or cold, for on or off site consumption. Delicatessens (“delis”) often specialize in sandwiches but may also sell specialized food products and even non-food merchandise.

Density: the number of dwelling units within a standard measure of land area, usually as units per acre.

Design Review: refers to the appropriate City review and entitlement process for a project. This may include an Administrative Permit, Architectural Design Review Permit, Development Review Permit, Minor Use Permit, Conditional Use Permit, etc.

Design Speed: the velocity at which a Thoroughfare can be comfortably driven without the constraints of signage or enforcement. There are 4 ranges of speed: Very Low: below 20 miles per hour (MPH), Low: 20-25 MPH, Moderate: 25-35 MPH and High: above 35 MPH. This factor determines the character and context for a particular segment of the thoroughfare system.

Developable Areas: those areas of a site that are not designated or required open space.

Discount Store: includes those uses listed in UDC Section 17.43.010.20.d.

Distribution: includes those uses listed in UDC Section 17.44.010.5.

Distribution Showroom: includes those uses listed in UDC Section 17.44.010.6.

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DNSP: refers to the Downtown Newhall Specific Plan, which is the former name of the Old Town Newhall Specific Plan. The original DNSP was adopted in December 2005.

Downtown Code: refers to the “Old Town Newhall Specific Plan” document, inclusive of chapters 1-4, along with ancillary documents that are included by reference.

Downtown Newhall Specific Plan: this was the former name of the Old Town Newhall Specific Plan. Any references to the Downtown Newhall Specific Plan should be interpreted as referring to the Old Town Newhall Specific Plan.

Drive-through Service: includes any business or activity with a drive-up window where customers order and are served without leaving their vehicles. Drive-through service is typically associated with fast-food restaurants, pharmacies, food stores, convenience stores, and bank ATMs. While existing, active, legally permitted drive-through lanes may remain within the Old Town Newhall Specific Plan area, new drive-through lanes shall not be permitted.

Driveway: a vehicular lane within a lot, usually leading to a garage. A driveway may be used for parking, providing that it is no more than 18 feet wide.

Dwelling, Multi-Family: see the descriptions of building types in Section 4.3.010 (Architectural Types).

Dwelling, Multi-Family Bungalow Court: see Section 4.3.010.H, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Courtyard Housing: see Section 4.3.010.J, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Duplex, Triplex, Quadplex: see Section 4.3.010.E, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Mansion Apartment: see Section 4.3.010.F, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Rowhouse: see Section 4.3.010.G, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Sideyard Housing: see Section 4.3.010.I, and also the definitions above under “Building Type.”

Dwelling, Multi-Family Stacked Dwellings: see Section 4.3.010.L, and also the definitions above under “Building Type.”

Dwelling, Single Family: see Section 4.3.010.C and 4.3.010.D, and also the definitions listed above under “Building Type.” Single-family homes require an Administrative Permit.

Elevation (Building): the exterior walls of a building not along a frontage. Also referred to as “Façade” when the elevation is along a frontage line.

Enfront: the placement of an element along a frontage line, as in “arches enfront the street.”

Entrance (Principal): the principal point of access of pedestrians to a building. In the support of pedestrian activity, the principal entrance should be oriented to the frontage/street rather than to a parking area.

Equipment Rental (Indoor Only): includes establishments and uses that are involved primarily in the rental of equipment and goods. Such uses generally include party rentals but may also include similar uses that involve renting of goods from an indoor space (typically an office or showroom). Any outdoor storage shall be subject to the permitting and development standards listed in this Old Town Code (see Table 4-1). This use classification expressly prohibits activities listed in Section 17.43.010.20.f (Equipment Rental Yards).

Fabric Building: a building which is not civic or otherwise especially important in the overall neighborhood of blocks and buildings. A fabric building is one that contributes to the forming of public space by being contextual so that civic and institutional buildings are emphasized.

Façade: the exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations.

Family Day Care Home: see “Residential Service/Care Home.”

Farmer’s Market: includes uses listed in UDC Sections 17.46.010.2.a and 17.46.010.2.b.

Financial Services: includes investment services, financial advisors, and other related professional services typically engaged in investment advice and wealth management. Such uses are generally located in office buildings. Financial Services uses are permitted by right in the Urban Center zone if located on the second floor or situated behind the primary first-floor use. A Minor Use Permit shall be required for office spaces directly fronting Main Street. This category does not include Check Cashing/Currency Transfer Services.

Forecourt: see Frontage Type.

Flood Control Facilities: includes uses listed in UDC Section 17.45.010.9.c.

Flower Shop/Florist: includes businesses typically engaged in the arrangement of flowers and plants. Typical uses include onsite retail sales of flowers and house plants, delivery, and may include limited instruction. Instructional uses, if any, shall be subject to the appropriate entitlement permit.

Food Processing: includes those uses listed in UDC Section 17.44.010.7.

Fraternity House: includes buildings containing sleeping rooms, bathrooms, common rooms and a central kitchen and dining room maintained exclusively for fraternity/sorority members and their guests or visitors and affiliated with an institution of higher learning. Parking shall be calculated .75 spaces per bed. This category includes all uses and standards associated with uses listed in UDC Section 17.42.010.5 (Fraternity and Sorority Houses).

Free Flow: a thoroughfare which has dedicated, striped lanes of travel and tends to be a more highly traveled thoroughfare.

Frontage Line: those lot lines that coincide with a public frontage line. One shall be designated as the principal frontage line. Facades along frontage lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines.

Frontage Type: the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The following types are listed in this code:

Arcade: a facade with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public right-of-way as can the Gallery frontage type.

Forecourt: a semi-public exterior space partially surrounded by a building and also opening to a thoroughfare. These spaces usually lead to a court/courtyard, which is a private exterior space. It is often used as a vehicular entrance or drop-off, and its landscape may be improved with paving.

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Frontyard/Porch: a common frontage associated with single family houses, where the facade is set back from the right of way with a front yard. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.

Gallery: a storefront with an attached colonnade, that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it.

Shopfront: a facade placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.

Stoop/Dooryard: an elevated entry porch/stair placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.

Fuel Sales (Expansion of Existing Uses Only): includes uses listed in UDC Section 17.43.010.26.a.3. Additional development standards are found in UDC Section 17.63.030 (Fuel Sales). A Fuel Sales use is only allowed on corner parcels in the Corridor zone. This category is intended to accommodate existing businesses and is not intended to permit additional fuel sales uses. Any buildings or canopies shall comply with ONSP architectural standards and all ancillary equipment shall be screened from public view. This use specifically excludes electric vehicle charging stations which are permitted by right in all ONSP zones.

Furniture, Appliance, and Equipment Store: includes stores with showrooms or other public shopping areas larger than 1,500 square feet that sell household appliances, furniture, and other large, common, home goods. This use category specifically excludes shops that sell craft furniture, artisan goods, specialized equipment, or items that support arts and entertainment uses.

Furniture and Fixtures Manufacturing, Cabinet Shop: includes workshops and industrial-type tenant spaces and buildings that are involved primarily in the manufacturing of furniture, fixtures, and other activities that fall under the "light manufacturing" category listed in Table 4-1 of this Old Town Code and/or Section 17.44.010.11.a (Manufacturing, Light) of the Unified Development Code.

Furniture Upholstering: includes those uses listed in UDC Section 17.44.010.8.

Gambling Uses: includes uses listed in UDC Section 17.43.010.10.

Garden Supply Store: includes general retail uses that deal primarily in garden supplies. This use differs from a Plant Nursery or other uses in that the primary focus of the business centers on the retail sales of garden supplies themselves (tools, accessories, outdoor furnishings, specialty horticulture interests, etc.) and not on the sale of live plants. Live plants may be available for purchase as an accessory use to the primary business. This use excludes hydroponics and similar uses that are included in Retail Sales, General.

Grooming and Pet Stores: includes uses listed in UDC Section 17.43.010.3.e.

Gun Store: includes uses listed in UDC Section 17.43.010.20.k (Gun Stores). Such uses also include establishments that sell ammunition. This use category includes both onsite and Internet/mail order sales (if applicable).

Hard Liquor Sales (Accessory Retail Use): allows for the accessory sale of hard liquor and spirits in conjunction with another permitted or conditionally permitted use. In the Urban Center zone, hard liquor and spirits shall typically be limited to 10% of an establishment's shelf space. Additional shelf space, alternative display options, or other proposals may be allowed subject to the issuance of a Conditional Use Permit.

Health/Fitness Club: includes uses listed in UDC Section 17.43.010.18.c.3.

Heavy Equipment Sales and Services: includes all uses listed in UDC Section 17.43.010.26.c. These uses are not permitted in any ONSP zone.

Helipad: includes uses listed in UDC Section 17.45.010.2.

Hobby Stores/Game Stores: includes retail establishments that focus on a particular hobby, pastime, or games. Typical uses include stores centered on scrapbooking, puzzles, or board games. These uses may overlap with stores in the Specialty Retail Stores category.

Holiday Sales: includes uses listed in UDC Section 17.47.010.3.

Home-Based Cottage Food Operation: includes uses listed in UDC Section 17.42.010.6. Cottage food uses are subject to the standards listed in UDC Section 17.66.020 (Cottage Food Operations).

Home Occupation Business: defined in Section 17.42.010.7 of the Unified Development Code (UDC). These uses include businesses which are incidental and accessory to a residential use and do not include the storage of materials of any kind or product manufacturing of any kind. See UDC Chapter 17.65.

Hookah Bar/Cigar Club: includes those uses listed in Section 17.43.010.11 of the Unified Development Code. For the purposes of this Old Town Code, lounges that are focused on electronic cigarettes or other means of vapor-inhalation shall be considered as part of the Hookah Bar/Cigar Club classification.

Horticulture: For Commercial Sale: includes all uses listed in UDC Section 17.46.010.1.b. Nothing in this category prevents a restaurant or food use in a commercial zone from growing herbs, vegetables, or fruit for onsite consumption as part of regular food service operations. The intent of this section is to regulate commercial agriculture and horticulture uses, not to prevent incidental and specialty horticulture activities associated with a particular restaurant or business.

Horticulture: Residential Use Only: includes all uses listed in UDC Section 17.46.010.1.a.

Horticulture: Within Public Utility Easements: includes all uses listed in UDC Section 17.46.010.1.c.

Hospital Services: includes those uses listed in UDC Section 17.45.010.4 (Hospital Services).

Health/Fitness Facility: includes health clubs, fitness clubs, gyms, and other establishments where patrons share common exercise areas, group workout classes, team sports or drills in an organized environment. See Unified Development Code Section 17.43.010.18.e.3. This use classification does not include businesses that primarily focus on personal, one-on-one, training and conditioning where a trainer works with patrons in an individual manner or in a small setting with five or fewer patrons/customers on the premises at any one time (see "Personal Services").

Incidental Services for Employees: includes uses listed in UDC Section 17.48.010.4. Typical uses include services offered to employees on a site occupied by a permitted or conditionally permitted use such as day care, recreational facilities, showers, and locker rooms.

Infill Development: a site seamlessly developed within an existing urban fabric, balancing, completing and/or repairing the surrounding areas.

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Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the curb radius is an important variable in the fostering of a pedestrian-friendly environment.

Instructional School: Art, Dance, Martial Arts, Music, Tutoring, etc.: includes, but is not limited to, those vocational, instructional, or other specialized schools, studios, or establishments listed in UDC Sections 17.43.010.23.a and b. Instruction in art, dance, martial arts, music, and similar disciplines that includes no more than five patrons in the building at any one time during the instruction period, qualifies as one-on-one instruction and is considered a “Personal Services” use as listed in Table 4-1.

Jewelry Stores: refers to establishments that sell jewelry, adornments, and other fashion accessories. Such stores may include repair services. This category may also overlap other specialty retail stores such as watch shops.

Kennels: includes uses listed in UDC Section 17.43.010.3.f.

Laboratories: includes chemical, dental, electrical, optical, mechanical, and medical laboratories and includes facilities that provide research and investigation of the natural, physical, or social sciences, which may include engineering and product development (see Section 17.44.010.9 of the Unified Development Code). Laboratory uses are best suited for the Creative District.

Large Truck Sales and Services: includes uses listed in UDC Section 17.43.010.26.e. These uses are prohibited in any ONSP zone.

Layer: a range of depth of a lot within which certain elements are permitted.

Library, Museum: includes museums and libraries, whether public or private. See Sections 17.45.010.5 and 17.45.010.8 of the Unified Development Code.

Liner: a building that conceals a larger building, such as a public garage, that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences. See Section 4.3.010.N and also the definitions above under “Building Type.”

Liquor Store: a retail store that primarily sells wine, beer, and/or spirits, that may specialize in one or more of the above, and may also sell convenience merchandise including food products. See Unified Development Code Sections 17.43.010.20.l (Liquor Stores). For the purposes of the Old Town Newhall Specific Plan, a retail establishment qualifies as a Liquor Store if more than 10% of its retail shelf space is devoted to hard liquor or spirits sales.

Live Entertainment: includes any live show, performance, singing, dancing, or artistic interpretation provided for the amusement of one (1) or more persons but does not alter the nature and function of the primary use.

Live Entertainment, Accessory Background Music: this category includes no more than two musicians, providing background music as an accessory use for restaurants or other uses. This category differs from Live Entertainment in that musicians perform in the background, such as a non-singing acoustical guitarist or pianist/keyboard player who performs at a restaurant. Music is typically quiet and provided for the enjoyment of dining patrons. This category does not apply to musicians or entertainers who are top-billed or featured by the venue such as bands, disc jockeys, karaoke hosts, etc.

Live/Work: a dwelling unit that contains, to a varying but limited extent, a commercial component. A Live/Work Unit is a fee-simple unit on a lot with the commercial component limited to the ground level. See Section 4.3.010.K, and also the definitions above under “Building Type.”

Lodging: Bed & Breakfast Inn (B&B): includes uses listed in Section 17.43.010.12.a of the Unified Development Code.

Lodging: Hotel or Motel: includes uses listed in Sections 17.43.010.12.b-c of the Unified Development Code.

Loggia: an arcaded or roofed gallery built into or projecting from the side of a building, especially one overlooking an open court or courtyard.

Lot: a separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Line: the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a tract map or development permit site plan.

Lot Width: the length of the principal frontage line.

Maintenance Service: Client Site Services: includes businesses that maintain buildings and properties for others, including “handyman” or general cleaning types of activities. Such uses typically contain a central office for business purposes, a standard parking lot for customers, and a screened parking area for employees and service vehicles. This use differs from a “Construction Contractor/Contractor Storage Yard” in that a Maintenance Service use is focused primarily on property maintenance and minor building repairs, not major construction, thereby eliminating the need for large equipment and materials storage. Vehicles are typically limited to vans and pick-up trucks. Materials storage would typically be housed inside an industrial space (high-bay, warehouse, etc.). Any outdoor storage is subject to the development requirements of this Old Town Code.

Manufacturing/Processing, Heavy: includes facilities engaged in the mechanical or chemical transformation of raw materials or substances into new products or product components and may include the assembly of the new products. For the purposes of this Code, Heavy Manufacturing consists of those uses listed in Section 17.44.010.11.b (Manufacturing, Heavy) in the Unified Development Code.

Manufacturing/Processing, Light: includes facilities engaged in the mechanical or chemical transformation of raw materials or substances into new products or product components and may include the assembly of the new products. For the purposes of this Old Town Code, Light Manufacturing consists of those uses listed in UDC Section 17.44.010.11.a (Manufacturing, Light).

Marijuana/Cannabis Sales: includes cooperatives, businesses, vending machines, mobile delivery services, or any other establishment that distributes, sells, exchanges, processes, delivers, gives away, or cultivates marijuana. “Marijuana” shall include all parts of the cannabis plant.

Media Production: Office or Storefront Type: includes uses listed in Section 17.44.010.15 (Studios, Recording) that pertain to movie, music, radio, and television production. Uses envisioned under “Office or Storefront” type of media production include non-soundstage and studio/film rental business use types that would typically be found in office and commercial buildings and not on a back lot or in industrial soundstages. On Main Street, unless otherwise allowed through the issuance of a Minor Use Permit, this type of use shall not be located on the ground floor of a building unless located behind a primary use that is permitted at the front of the building.

Media Production: Soundstage Type: includes uses listed in Section 17.44.010.15 (Studios, Recording) that pertain to movie, music, radio, and television production. This classification includes all uses listed and envisioned under “Media Production—Office or Storefront Type.”

Medical Marijuana Dispensary: includes those uses and activities listed in Section 17.43.010.14 (Medical Marijuana Dispensary) of the Unified Development Code.

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Medical Services: Clinic, Urgent Care: a facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include:

- medical offices with five or more licensed practitioners and/or medical specialties
- out-patient care facilities
- urgent care facilities
- other allied health services

These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under “Professional Offices” and/or “Counseling/Lifestyle Management” uses.

Medical Services: Doctor Office: a facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under “Medical Services: Clinic, Urgent Care.” Counseling services by other than medical doctors or psychiatrists are included under “Professional Offices” and/or “Counseling/Lifestyle Management” uses. This use requires a Conditional Use Permit in the Urban Center Zone and shall not be located on the ground floor on Main Street unless specifically allowed through the issuance of a Conditional Use Permit.

Medical Services: Extended Care: Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes, convalescent centers, extended care facilities, and skilled nursing facilities. Uses and activities typically include those listed in Unified Development Code Sections 17.42.010.2 (Community Care Facility) and 17.42.010.11 (Residential Health Care Facility). Long-term, small-scale, residentially-oriented personal care facilities that do not emphasize medical treatment are included under “Residential Service/Care Home.” This classification specifically excludes those uses listed in UDC Sections 17.45.010.4 (Hospital Services) and 17.45.010.10 (Rehabilitation Facility).

Mercado: refers to a central, permanent, market place, typically enclosed, that serves as a community focal point and hub. Booths, carts, or stalls are rented by individual retailers, food uses, or service providers. Mercado uses may include occasional live entertainment or periodic accessory community assembly uses (outdoor movies, concerts, festivals, etc.).

Mobile Home Park: includes uses listed in UDC Section 17.42.010.10.

Motorcycle Sales and Services: includes all uses listed in UDC Section 17.43.010.26.d (Motorcycles Sales and Services).

Moving and Storage Facilities: includes those uses listed in UDC Sections 17.43.010.24 (Storage, Self) and 17.44.010.12 (Moving and Storage Facilities). Self-storage facilities shall be designed in accordance with UDC Section 17.66.110 (Self Storage Facilities).

Mortuary, Funeral Home: includes facilities primarily engaged in the short-term storage, embalming, and/or commemoration of human remains as listed in UDC Section 17.43.010.9 (Funeral Homes). A crematory that is directly associated with a mortuary or funeral home can be allowed subject to the issuance of a Conditional Use Permit. Crematories are defined in Section 17.44.010.4 (Crematory) of the UDC.

Murals: see ONSP Section 4.6 (Murals/Wallpapering or Covering of Buildings). Murals are not governed by this Code in terms of artistic style or content; however, a Temporary Use Permit is required with conditions of approval to ensure that a mural or building covering is safe, structurally sound, will be maintained during the life of the artwork, and that the building will be returned to its original condition when the artwork is removed.

Music/Musical Instrument Stores: includes stores that specialize in sheet music, instruments, etc. Such uses may include accessory instructional uses subject to the appropriate entitlement permit.

Neighborhood Market/Convenience Store: a neighborhood--serving retail store of 3,500 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience shopping needs. May include alcoholic beverage sales only where Section 4.2.020 (Allowed Land Uses, Permit Requirements) allows alcoholic beverage sales as part of a general retail use. Neighborhood Markets and Convenience Stores are also subject to the provisions and definitions listed in Section 17.43.010.20.h.2 (Convenience Store) of the Unified Development Code.

Net Developable Area: the area defined by blocks which is not to remain for public uses such as plazas, greens, squares, thoroughfares or streetscapes.

Newsstand: includes businesses primarily involved in the sales of newspapers, magazines, paperback books, and other reading materials or products targeted to commuters or local customers. Newsstands may include accessory uses such as food and beverage sales and may include customer seating.

Night Club: includes those uses listed in Section 17.43.010.15 of the Unified Development Code. Nightclubs differ from bars in that their primary purpose is providing patrons an environment to gather, socialize, converse, dine, dance, etc. Daily entertainment, music, and dancing typify nightclub uses whereas traditional bars are more specifically focused on alcohol sales (weekend or occasional dancing and entertainment does not mean a bar is a nightclub).

Off-Site Parking/Shared Parking: see UDC Section 17.51.060.N (Modification of Off-Street Parking Requirements).

Old Town Development Code: refers to, and is synonymous with, the Old Town Newhall Specific Plan, which was formerly known as the Downtown Newhall Specific Plan.

On-site Production of Items Sold: these uses refer to arts, crafts, and other products that maybe manufactured, created, made, and then sold on site.

ONSP: Old Town Newhall Specific Plan.

Open Space Types: the various types of open space ranging from the regionally-oriented to those types oriented at the level of the block. The following types are listed as they appear in this code:

Nature: an interacting process, responsive to laws constituting a value system, offering intrinsic opportunities and limitations to human uses.

Creek: a collective drainage that serves as an interim, open storm water conductor to a larger drainage such as a river or lake. Creeks are stabilized by indigenous, riparian trees, shrubs and ground covers at its edges.

Plaza: an open space that is available for civic purposes and commercial activities. A plaza is spatially defined by building frontages and normally has a floor of pavement. Plazas should be located at the intersection of important streets and they frequently enfront civic buildings. Size is flexible depending on block size and location but seldom exceeds two acres.

Green: an open space available for informal active and passive recreation. A green may be spatially defined by ground plane landscape and informal trees rather than buildings. Minimum size of a green may be 1/2 acre and a maximum size of 10-15 acres. A green is the least formal of urban open spaces

Square: an open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages and its landscape shall consist of pathways, lawns and trees. Squares have a wider array of passive and recreational opportunities than greens.

Tot Lot: an open space designed and equipped specifically for the recreation of children. A tot lot may be fenced and may include an open shelter. Tot lots should be interspersed within residential areas and may be placed within a block.

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OTNSP: Old Town Newhall Specific Plan.

Outbuilding: an ancillary building (e.g., garage, storage area, crafts space, etc.), usually located toward the rear of the same lot as the principal building. It is sometimes connected to the principal building and sometimes occurs as a separate building. Outbuildings are also known as “Accessory Structures” and may contain “Accessory Uses” in comparison to the primary building and use on the lot.

Outdoor Display and Sales: any display of merchandise, products, or information that is located outside of any building or business. Such displays should be located on private property and are subject to an Outdoor Display Permit in accordance with Section 4.2.060.E of this code. Typically, outdoor displays would be limited in scope, one table or display rack per business, and limited to only those items for sale on the premises. This category is not intended for large scale, outdoor display or storage for large items such as spas, sporting goods, office equipment, etc. The Outdoor Display and Sales category is not intended to provide a means of advertising for services offered; the focus of this category is merchandise for sale.

Outdoor Dining (in public right-of-way): any dining, table service, or other food service uses that occur in the public right-of-way in front of or adjacent to a business. This use classification does not refer to outdoor dining areas that are located on private property.

Outdoor Sports and Recreation: includes, but is not limited to, those uses listed in UDC Section 17.43.010.18.g. This category also includes uses listed in UDC Section 17.43.010.18.f (Outdoor Entertainment), pertaining to amphitheatres and other large outdoor gathering venues. Nothing in this category is intended to prohibit regular or periodic outdoor gatherings, festivals, events, etc.

Outdoor Storage: see “Storage: Commercial Outdoor” and also “Accessory Outdoor Storage for a Permitted Non-Residential Use.”

Park and Ride Lots: includes uses listed in UDC Section 17.45.010.f.

“Park-Once” (Shared Parking Policy): an accounting for parking spaces that are available to more than one function. The requirement is based on a range of parking-demand found in mature, mixed-use centers (1.4 to 2.5 spaces per 1000 square feet of non-residential floor area). The shared parking ratio varies according to multiple functions in close proximity unlikely to require the spaces at the same time.

Parks, Public and Private: includes uses listed in UDC Section 17.45.010.6.

Parking Facility: Public or Commercial: includes typical surface parking lots or structures that are publically or privately owned. The facility/lot may be used for public parking or may be restricted to private, commercial, or business use. Uses also include those listed in UDC Section 17.45.010.7. This category, along with a Minor Use Permit for Off-Site Parking/Shared Parking, allows for flexibility in those instances when a parking lot may be located across an alley or adjacent to the parcel the parking lot/facility is intended to serve. This category potentially allows for land adjacent to commercially-zoned property to be used for parking, even if the adjacent parcel is in a different zone. Where not explicitly mentioned in this Old Town Code, parking facilities/lots are subject to landscape and development requirements as listed in Unified Development Code Chapters 17.51.030 (Landscaping and Irrigation Standards) and 17.51.060 (Parking Standards).

Pawnshops: includes uses listed in UDC Section 17.43.010.20.n.

Pedestrian First: the practice of addressing the needs of people, once out of their automobiles, through a series of interdependent urban design and streetscape principles (e.g., wide sidewalks, street trees and shade, on-street parking, outdoor dining, inviting storefronts, the feeling of being in an ‘outdoor room’, short crosswalk distances, interconnected and short blocks).

Pedestrian Shed: the distance-used to determine the size of a neighborhood. A pedestrian shed is typically no more than a quarter-mile (approximately 1,400') and represents the distance that can be traversed at an easy walking pace between an edge of a neighborhood and the neighborhood's center.

Personal Services: establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

- barber and beauty shops
- clothing rental
- health and fitness personal training (no more than five (5) patrons per session)
- home electronics and small appliance repair
- instructional training/tutoring (no more than five (5) patrons per session)
- locksmiths
- massage (licensed, therapeutic, non-sexual)
- shoe repair shops
- tailors

These uses may also include accessory retail sales of products related to the services provided. Businesses that involve more than five (5) total patrons per session for health/fitness or personal training, instruction, or tutoring, are not considered personal services uses. These activities are classified as "Studio: Art, Dance, Martial Arts, Music, etc.," and are subject to a Minor Use Permit or Conditional Use Permit, depending on the zone. A Minor Use Permit is not required in the Urban Center zone if the Personal Services use does not front Main Street at street level.

Personal Services, Restricted: personal services that may tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include, but are not limited to:

- fortune tellers
- laundromats (self-service laundries)
- palm and card readers
- psychics
- spas and hot tubs for hourly rental
- tanning salons

Planter: the layer of the streetscape which accommodates street trees. Planters may be continuous or individual according to the thoroughfare and location within the neighborhood.

Plant Nursery: includes establishments primarily engaged in the growing of plants, flowers, and/or trees, either outside or within enclosed structures, for sale (See Section 17.43.010.20.m of the Unified Development Code). A retail plant nursery sells plants and products directly to the public (including contractors) whereas a wholesale nursery sells exclusively to contractors or establishments which sell directly to the public. A retail nursery would be appropriate on a major arterial corridor while a wholesale nursery would be better suited for areas in the Creative District. Plant nurseries are different from "Garden Supply Stores" which are defined in Section 17.43.010.j of the Unified Development Code. A Garden Supply Store is considered to be general retail and is permitted by right in the Corridor zone.

Pharmacies/Drugstores: includes retail establishments that dispense medications and whose primary business model is focused on selling medical products, first aid products, and other goods typically associated medical treatment or symptom management.

Porch: an open air room appended to the mass of a building with floor and roof, but no walls on at least two sides. For the purposes of this Plan, a porch shall measure at least 6 feet in depth from the inside of the post(s)/column(s) to the adjoining wall, at least 10' wide, and at least 8 feet from the porch floor to the ceiling of the porch.

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Preservation of Historical Landmarks: includes uses listed in UDC Section 17.45.010.9.e.

Principal Building: the main building on a lot, always located toward the frontage.

Principal Frontage: the frontage of a parcel which is used to identify the parcel for street address purposes.

Printing and Publishing: involves large, off-set printing presses, binderies, warehousing, and other uses associated with large-scale printing, publishing, assembly, and distribution of printed books, catalogues, newspapers, magazines, etc. This use type does not include smaller-scale photocopying, desk-top publishing, and printing activities related to “Business Support Services” as listed in Section 17.43.010.6 of the Unified Development Code.

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within are held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries. These elements influenced social behavior in the public realm. The Frontage layer may overlap the public streetscape in the case of awnings, galleries and arcades.

Professional Offices: includes uses listed in UDC Section 17.43.010.17. This category specifically excludes Call Centers as defined in UDC Section 17.43.010.a. A Minor Use Permit is not required in the Urban Center zone if the Professional Offices use does not front Main Street at street level.

Public Frontage: the area between the frontage line and the curb of the vehicular lanes, and the type and dimension of curbs, walks, planters, street trees and streetlights.

Public Services, General: refers to government offices, services, facilities, and/or other uses and buildings that provide necessary services to members of the public including those uses listed in Section 17.45.010.8 (Public Services, General) of the Unified Development Code.

Public Uses, Prohibited: includes all uses listed in UDC Sections 17.45.010.9.a (Cemeteries), 17.45.010.9.d (Incarceration Facilities), UDC Section 17.44.010.10 (Landfill), 17.44.010.14.d (Recycling—Greenwaste), 17.44.010.14.e (Recycling—Materials Recovery Facility), and 17.45.010.3 (Homeless Shelter).

Recess Line: a horizontal line, the full width of a facade, above which the facade sets back a minimum distance from the facade below.

Recreation Facilities, Commercial: includes those uses listed in UDC Section 17.43.010.18.h (Recreation Facilities) that are normally associated with a country club. Typical uses include country clubs, racquet clubs, swim clubs, and may include other accessory uses such as restaurants, banquet facilities, meeting space, or retail sales. This category is intended to pertain to large scale, outdoor recreational facilities that are not appropriate for a pedestrian-oriented environment. This category is not intended to prevent a small-scale, accessory use to an otherwise permitted or conditionally permitted use in the ONSP area, such as a single tennis court, pool, putting green, bocce ball court, etc.

Recreation Facilities, Residential: includes those uses listed in UDC Section 17.43.010.18.g (Residential Recreation Facilities) that are normally associated with a private residential community or property/homeowners’ association. This use is only permitted in conjunction with an allowed residential use in the underlying zone.

Recycling: Vending Machines as an Accessory Use: includes uses listed in UDC Section 17.44.010.14.a. Recycling vending machines are only allowed in conjunction with a permitted business, typically a grocery store or food store, and shall be screened from public view.

Recycling: Collection of Trucks and/or Bins as an Accessory Use: includes uses listed in UDC Section 17.44.010.14.b. These uses are only allowed in conjunction with a permitted business and shall be screened from public view.

Regulating Plan: includes the zoning map and permitted use charts of this Old Town Code as set forth in ONSP Chapter 4.

Rehabilitation Facility: includes rehabilitation activities listed in UDC Section 17.45.010.10 (Rehabilitation Facilities).

Research and Development: typically includes office and laboratory activities in an enclosed building or screened outdoor area. Uses permitted under this classification are those that would not impact surrounding properties due to noise, vibration, light, etc.

Residential: premises available for long-term dwelling.

Residential Accessory Use or Structure: a residential use or structure that is subordinate to the primary residential use on a property. Such uses include Carriage Houses, Second Units, or Guest Houses. Depending on the situation, a residential accessory use may be located in an attached apartment or in a detached accessory structure.

Residential Health Care Facility: includes those uses listed in Unified Development Code Section 17.42.010 (Residential Health Care Facility). See also “Medical Services: Extended Care.”

Residential Service/Care Home: includes private single family homes for up to six (6) non-family residents. Such care homes provide non-medical care and services, supervision, assistance in sustaining daily activities. This classification specifically includes those uses found in Sections 17.42.010.4 (Family Day Care Homes) and 17.42.010 (Residential Service/Care Home) in the Unified Development Code. For the purposes of this code, the terms “Residential Service/Care Home” and “Child Day Care: Large or Small Family Day Care Home” are synonymous.

Restaurants, Limited or Full Service: includes establishments primarily engaged in the preparation and retail sale of food and/or beverages for immediate or semi-immediate consumption either on- or off-site, but shall not include a drive-thru. See UDC Sections 17.43.010.8.d.3 (Restaurants, Limited Service) and 17.43.010.8.d.4 (Restaurants, Full Service).

Restaurants, Take Out/Delivery: includes uses listed in UDC Section 17.43.010.8.d.5 and (Restaurants, Take Out/Delivery).

Restaurants with Accessory Alcohol Sales: full or limited service restaurants, bakeries, coffee houses, coffee shops, delicatessens, or other food service establishments may serve alcohol as an accessory use to regular menu service and business hours, subject to the issuance of an Administrative Permit. This category only pertains to food service uses. Alcohol sales shall be in accordance with UDC Section 17.66.020.

Restaurants with Drive-Through: typically includes fast food restaurants, coffee houses, or other food uses that provide a drive-through lane and window so patrons can be served without leaving their vehicles. Drive-through lanes are prohibited in all ONSP zones.

Retail: premises available for the sale of merchandise not including other uses identified in this code.

Retail Sales, General: includes general retail sales and services typically found in commercial zones. Retail Sales, General uses are appropriate for the Corridor zone; these uses are not permitted on Main Street where only specific retail uses and Arts & Entertainment Related/Supporting Retail uses are permitted. Retail Sales, General includes, but is not limited to, stores dealing primarily in appliances, auto parts and auto accessories, camera stores, department stores, dry cleaning (pick up and drop off only), dry goods, electronics, fabric, hardware, hydroponics, luggage and leather goods, orthopedic supplies, photocopying and mail services, pool supplies, plumbing supplies, small wares, variety stores, video rental, etc. Being general in nature, this category will include more than the limited retail uses listed above. In some circumstances, items that are considered general retail may be appropriately categorized as a specialized retail use if a business specializes in that good or service more so than a typical retail outlet.

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Retail Services: includes uses listed in UDC Sections 17.43.010.21a and 17.43.010.21.b.

Retail Frontage Line: frontage line designating the requirement for a shopfront, making the ground level available for retail use. This applies to the UC Zone only.

Riding Trails: includes uses listed in UDC Section 17.46.010.6.

Rooming House: a dwelling unit (other than a hotel or motel) where three (3) or more rooms are rented individually or separately to tenants under separate rental agreements where tenants do not share common financial responsibility for use of the dwelling unit as a whole. See Unified Development Code Section 17.42.010.13 (Rooming House).

ROW: Right-Of-Way or “right-of-way”

RV Park/Campground: includes uses listed in UDC Section 17.43.010.22.

School, Public or Private: includes public and private elementary, middle, junior high, and high schools, along with colleges and universities. See UDC Section 17.45.010. This classification does not include specialized or instructional schools as defined elsewhere in the Old Town Newhall Specific Plan or Section 17.43.010.23 (Schools, Specialized) of the UDC.

Second Hand Stores: includes those uses listed in Unified Development Code Sections 17.43.010.20.0 (Second Hand Stores).

Second Unit/Carriage House: see definition for “Carriage House/Second Unit” above under “Building Type.” These types of units require an Administrative Permit and may also be known as “Accessory Units” or “Accessory Dwelling Units” or “Junior Accessory Dwelling Units.” See UDC Section 17.42.010.14 (Second Units) and also specific development standards listed in UDC Sections 17.57.040.K (Guesthouses) and 17.57.040.L (Second Units).

Setback: the area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the setback.

Shopfront: see “Frontage Type.”

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Slow Flow: a thoroughfare, of moderate capacity (shorter in length than a free flow street) which does not have striped, dedicated lanes of travel but has enough width for cars to pass each other comfortably but at a slow speed.

Small Wind Energy Systems: includes uses listed in UDC Section 17.45.010.12. Specific development standards can be found in UDC Section 17.66.120 (Small Wind Energy Systems).

Sorority House: see “House.”

Specialty Food Store: a food store that specializes in certain food items, cooking styles, or gourmet products.

Specialty Retail Store: typically a smaller store or retail space (less than 2,500 square feet) that focuses on a particular product or family of products. Specialty Retail Stores differ from general retail establishments in that products are typically more expensive and of higher quality. Specialty retailers are generally experts in their field, are knowledgeable of their products, and provide premium service to their customers and clients. Examples may include camera stores or high-end novelty hardware stores.

Specific Plan Area: includes the land that is encompassed by the Regulating Plan and shown in the zoning map in ONSP Section 4.2.010 (Regulating Plan and Zones).

Sporting Goods Stores: includes retail establishments that specialize in goods and apparel related to sports. This may include team sports like soccer and baseball, or individual sports like running, rock climbing, scuba diving or swimming.

Stationary Store: typically associated with greeting cards, specialty papers, gifts, and personalized office supplies. Such stores may offer accessory uses such as mail services, photocopying services, passport photos, etc.

Stoop: see "Frontage Type."

Storage: Commercial Outdoor: includes all uses listed in UDC Section 17.44.01.13 (Outdoor Storage). This use definition does not include those activities listed in UDC Section 17.44.010.15 (Studios, Recording) and specifically excludes uses in UDC Section 14.44.010.15.e (Studio/Film Rental Business) which are included under the "Media Production: Sound Stage Type" as listed in ONSP Table 4-1.

Stores with Floor Area up to 6,000 square feet: refers to general or specialty retail uses that are typically found in traditional downtown/old town environments, where smaller, family-owned shops and restaurants are common. This category pertains to an individual tenant space only and not a general building.

Stores with Floor Area between 6,000 and 20,000 square feet: refers to general or specialty retail uses that are typically found in more urbanized downtown districts or commercial corridors. These uses are permitted by right in the COR and CD zone, but require a Minor Use Permit in the UC zone due to their potential impacts on parking, circulation, and architecture. This category pertains to an individual tenant space only and not a general building.

Stores with Floor Area 20,000 square feet or greater: refers to general or specialty retail uses that have 20,000 or more square-feet. Such uses are typically found in large commercial areas or major boulevards and are characterized by large parking lots and "big box" retail centers. These uses are prohibited in the UG-1, UG-2, and UC zones, but are permitted in the COR zone and the CD zone subject to the issuance of a Minor Use Permit. This category pertains to an individual tenant space only and not a general building.

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.

Streetscape: the urban element that provides the major part of the public realm as well as paved lanes for vehicles. A streetscape is endowed with two attributes: capacity and context. Capacity is the number of vehicles that can move safely through a segment within a given time period. It is physically manifested by the number of lanes and their width, and by the curb radius. Context is physically manifested by the appropriate frontage types as determined by the neighborhood zone in which it is located and in the corresponding portion of the public realm plan.

Streetwall: an opaque, freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the adjacent thoroughfare. Streetwalls shall be between 3.5 and 8 feet in height, and constructed of a material matching the adjacent building facade. The wall may be replaced by a hedge, subject to City approval. Streetwalls may have openings no larger than necessary to allow automobile and pedestrian access.

Supportive Commercial Uses Serving the Local Area: includes uses listed in UDC Section 17.42.010.15.

Supportive Housing: includes those uses listed in Unified Development Code Section 17.42.010.16.

Swap Meets and Flea Markets: includes uses listed in UDC Section 17.43.010.20.p. This category does not include periodic festivals or street fairs that may include retail booths as part of the festivities, nor does the category include Mercado uses.

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Tandem Parking: tandem parking is permitted for certain uses either permitted by right or subject to the issuance of a Minor Use Permit. Tandem spaces shall measure 12' x 40' and do not need to directly access a residential unit. Smaller tandem spaces may be approved through the Adjustment process.

Tattoo Parlors/Body Piercing Services: includes uses listed in UDC Section 17.43.010.25. Uses in this category do not pertain to medical procedures (reconstructive or restorative treatments) or incidental ear piercing that may occur in salons, jewelry stores, etc.

Temporary Real Estate Offices: includes uses listed in UDC Section 17.47.010.2. Provisions of UDC Chapter 17.67 (Temporary Uses) shall also apply.

Temporary Residence: includes uses listed in UDC Sections 17.47.010.1.a (Short Term) and 17.47.010.1.b (Long Term). Provisions of UDC Chapter 17.67 (Temporary Uses) shall also apply.

Temporary Uses: includes uses listed in UDC Section 17.47.010.4, subject to the provisions of UDC Chapter 17.67 (Temporary Uses).

Terrace: a level, paved area accessible directly from a building as its extension. A terrace is typically private and is most common as a rear yard in single-family development.

Theater, Cinema, or Performing Arts: includes uses listed in UDC Section 17.43.010.18.d, pertaining to live theatres, movie theaters, and other entertainment or performing arts activities.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way.

Thoroughfare Types: the three principal movement-types of thoroughfares that comprise an interconnected, varied and hierarchical network:

Free Flow: a thoroughfare which has dedicated striped lanes of travel and tends to be a more highly traveled thoroughfare. Typical speeds are up to 55 miles per hour (MPH).

Slow Flow: a thoroughfare, of moderate capacity (shorter in length than a free flow street) which does not have striped, dedicated (not striped) lanes of travel but has enough width for cars to pass each other comfortably but at a slow speed. Typical speeds are up to 20 MPH.

Yield Flow: a thoroughfare of low capacity, shortest in length, and of a type where a single travel lane is shared by cars in both directions. Typical speeds are up to 15 MPH.

Thrift Stores: includes uses listed in UDC Section 17.43.010.20.q.

Tobacco Paraphernalia Stores: includes all uses listed in UDC Section 17.43.010.20.r. For the purposes of the ONSP, electronic cigarettes (e-cigarettes) and supplies used for vapor inhalation shall be considered the same as cigarettes, cigars, lighters, etc.

Tourist/Visitor-Oriented Retail: includes those retail (and possibly service) establishments that provide goods and services primarily to patrons who are tourists or visitors. Uses in this category support the Newhall Arts and Entertainment District. The Director of Community Development shall determine if this category applies to a proposed retail use.

Toy Stores: includes establishments that deal in a wide variety of toys. Toy stores are similar to Hobby Stores/Game Stores, but differ by providing more and varied products.

Traffic Calming: a set of techniques which serves to reduce the speed of traffic. Such strategies include lane-narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, mid-block deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

Transect: a system of classification deploying the conceptual range of ‘rural-to-urban’ to arrange in useful order, the typical context groupings of natural and urban areas.

Transit-Oriented Development: refers to development adjacent to a bus or train station that includes a mix of uses. Transit-Oriented Development (TOD) focuses on pedestrian-scaled streets and buildings, with the goal of creating a livable, walkable, community.

Transit Station or Terminal: includes a designated transit station where buses, trains, vans, shuttles, or other on-demand or scheduled service vehicles pick-up or drop-off passengers. Typical uses include Metrolink stations, long distance bus terminals (similar to the Van Nuys Fly Away facility in the City of Los Angeles), or an intercity bus station. Transit stations or terminals differ from a regular service stop by providing additional passenger and operator amenities such as a lounge, restrooms, food services, parking, etc.

Transition Line: a horizontal line, the full width of a facade expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Transitional Housing: includes those uses listed in Unified Development Code Section 17.42.010.17.

Truck Terminal: includes uses listed in UDC Section 17.44.010.16.

Type: a form determined by function and confirmed by culture. A “type” is physically defined by its function, its disposition on the lot and its configuration, including frontage and height.

UDC: Unified Development Code.

Use Standards: the term “use standards” is synonymous with the City of Santa Clarita Unified Development Code. The term may also refer to standards and regulations contained in the Old Town Newhall Specific Plan, the Community Character and Design Guidelines, and other applicable policies, regulations, and/or development standards.

Utility Substations: includes uses listed in UDC Section 17.45.010.9.h. Utility substations and associated infrastructure shall be completely screened from public view. Screening techniques may include walls that mimic nearby buildings or dense landscaping.

Valet Parking: refers to an accessory service for commercial uses, typically during busy periods, where customers drop off or pick up their cars at the business entrance, but where the cars are parked off-site. Valet parking may be used in conjunction with a Minor Use Permit where Off-Site/Shared Parking is used. Stacked/tandem parking is permitted with valet service.

Vehicle Rental: includes all uses listed in UDC Sections 17.43.010.26.a.5.a and b, 17.43.010.26.b.3, 17.43.010.26.c.3, and 17.43.010.26.e.5. Vehicle Rental uses are prohibited in any ONSP zone.

Vehicle Sales and Services, Prohibited: Except where expressly permitted or conditionally permitted by the ONSP, vehicle sales and services uses listed in UDC Section 17.43.010.26, are prohibited in any ONSP zone.

Vehicle Storage (Indoor): includes all uses listed in UDC Sections 17.43.010.26.a.2, and 17.43.010.26.b.1. Large vehicles or truck storage as listed in UDC Section 17.43.010.26.e.2, and commercial storage of Heavy Equipment as listed in UDC Section 17.43.010.26.c.1, is prohibited in any ONSP zone. All storage contemplated under this category must be indoors. Typical uses include small-scale storage of car collections, high value automobiles, or specialty storage services that provide a higher level of security than might otherwise be found in a traditional outdoor storage lot.

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Vendors, Long Term: includes uses listed in UDC Section 17.43.010.20.s. This category does not include Swap Meet, Flea Market, or Mercado uses.

Vernacular: the common language of a region, particularly in terms of architectural context. Through time and use, the vernacular has intrinsically resolved the architectural response to climate, construction technique, and to some extent, social mores.

Veterinary Clinic: includes uses listed in UDC Section 17.43.010.3.i.

Veterinary Hospital: includes uses listed in UDC Section 17.43.010.3.j.

Warehousing: includes uses listed in UDC Section 17.44.010.17.

Wine Tasting Rooms, Wine Bars, Beer Gardens, or Micro Breweries: includes specialty wine and beer establishments typically associated with urban environments and arts and entertainment districts. These uses are often associated with craft breweries or specific vintners, and differ from a traditional bar in that they may brew or create product on site, conduct classes, and cater to diners or groups of patrons in a manner more associated with a typical restaurant. Live entertainment, demonstrations, and instruction is encouraged, subject to the appropriate entitlement. This category includes uses listed in UDC Section 17.43.010.8.e.

Wireless Telecommunication Facilities: includes uses listed in Unified Development Code Section 17.45.010.13 (Wireless Communications Facilities). This uses include facilities that are less than 35' in height, over 35' in height, flush-mounted, and/or co-located. Co-located wireless facilities shall be subject to the appropriate permit as listed in Table 4-1, and shall likewise comply with UDC Section 17.69.030.F.

Yard: a private area that adjoins or surrounds a building, its landscape subject to the landscape requirements.

Yield Flow: a thoroughfare of low capacity, shortest in length, and of a type where a single travel lane is shared by cars in both directions.

Zaguan: a paseo, court, or exterior hallway that passes through a building, connecting the street or alley to an interior courtyard. Areas above zaguanes are typically enclosed and part of the inhabitable space of an upper story, although exterior porches or covered balconies are sometimes used.

Zoo: includes uses listed in UDC Section 17.45.010.14.