2.1 - The Plan for Downtown Newhall

This illustrative version of the Downtown Newhall Plan indicates a possible future pattern of development specific to the existing conditions and opportunities available in Downtown 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.

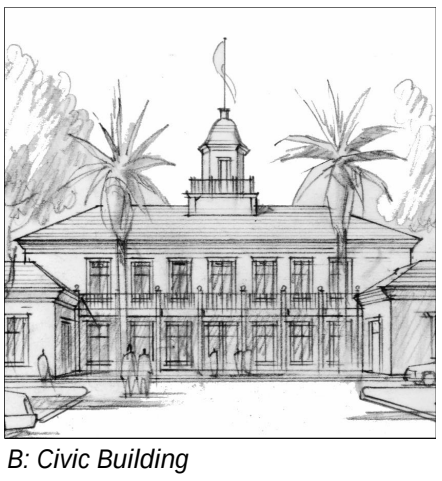
This illustrative plan was designed by incorporating the following constituent elements of a traditional neighborhood:

- 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;
- 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 Downtown 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 Downtown 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.

A: Main Street

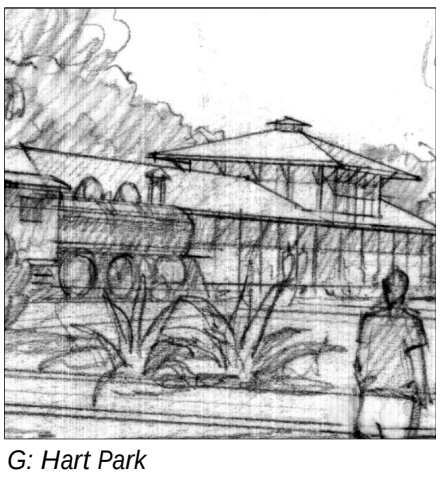


B: Civic Building

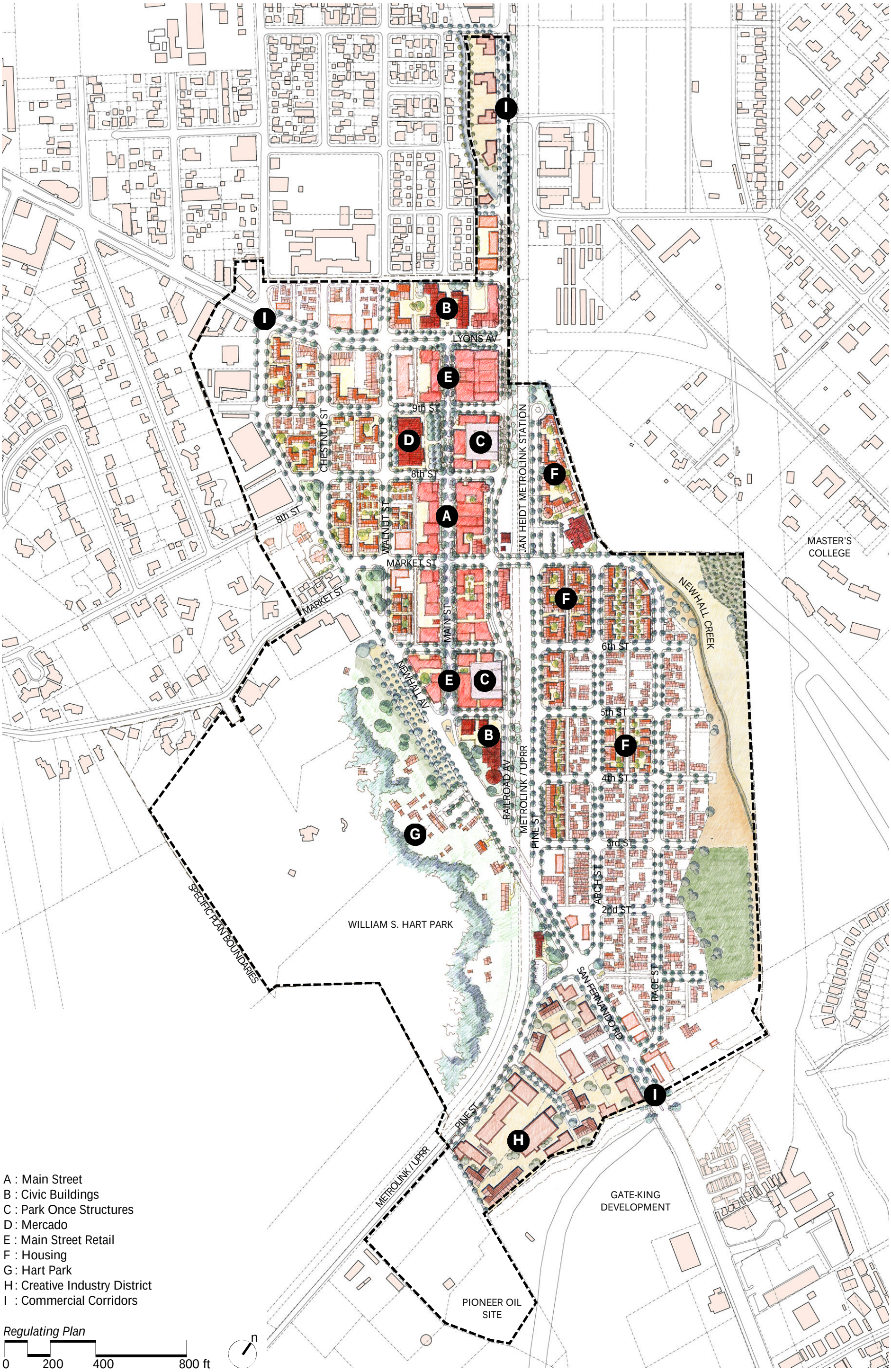
C: Park Once Structure

D: Mercado

F: Infill and Transit-Oriented Housing



G: Hart Park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COLLEGE
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MARKET ST
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RAILROAD AV
METROLINK / UPRR
4th ST
PINE ST
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SPECIFIC PLAN BOUNDARIES
WILLIAM S. HART PARK
SAN FERNANDO RD
RACE ST
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PINE ST
H
METROLINK / UPRR
GATE-KING
DEVELOPMENT
PIONEER OIL
SITE
A : Main Street
B : Civic Buildings
C : Park Once Structures
D : Mercado
E : Main Street Retail
F : Housing
G : Hart Park
H : Creative Industry District
I : Commercial Corridors
Regulating Plan
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On Main at 6th Street looking toward new intersection at Newhall Avenue

A. Main Street (formerly San Fernando Road)

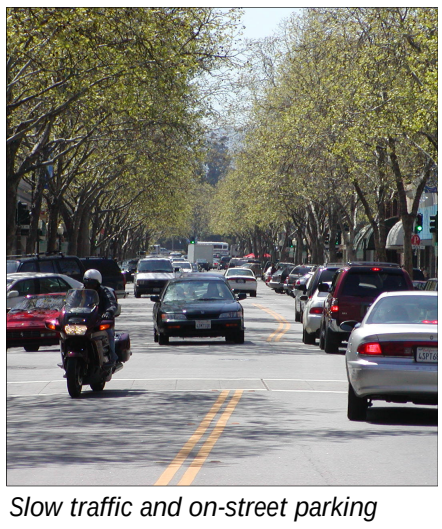
A fundamental strategy in revitalizing Downtown Newhall is the transformation of San Fernando Road from Pine Street to Lyons Avenue into a Main Street. Its current 'pass-through' traffic status will be changed to a condition of being a major destination. This is accomplished by terminating San Fernando Road at Lyons Avenue, providing a distinguished site for a public building that will give identity and presence to the Downtown. 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 Downtown Newhall. This is where traffic is most calm in Downtown 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 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.

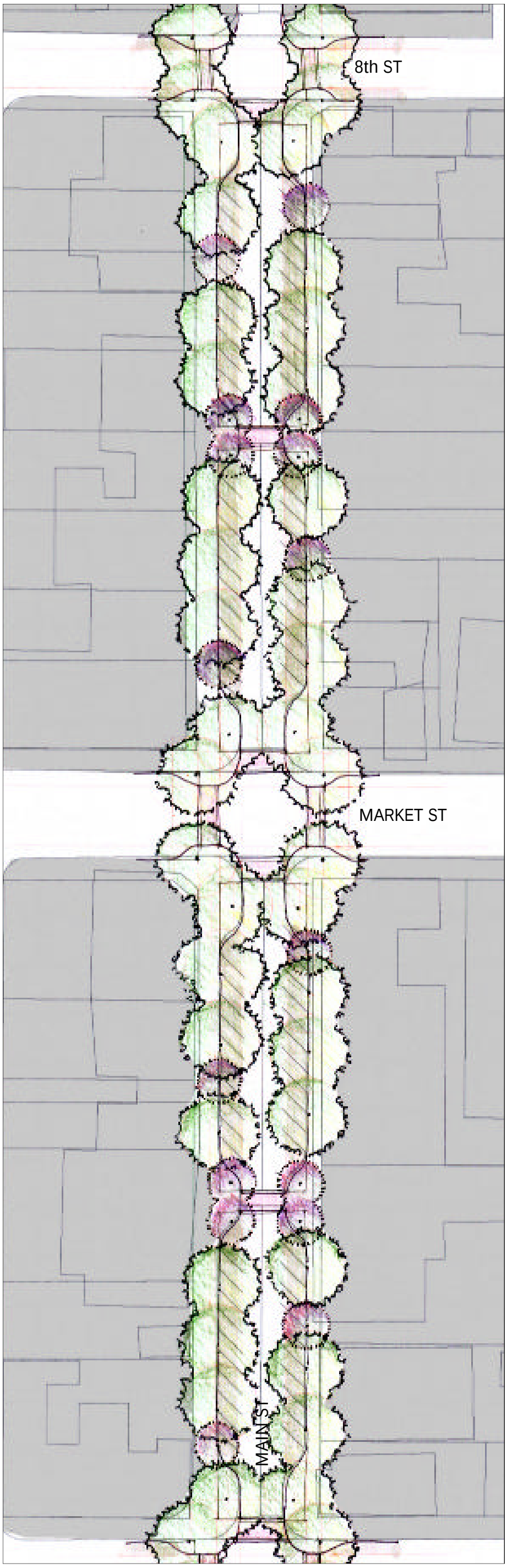
Parking is addressed through new diagonal on-street parking with the other 2/3 of the parking for the district in the form of strategically located 'Park-Once' garages on the east side of the Main Street.

Lively sidewalks and shade



Slow traffic and on-street parking

Evening dining, shopping, and cultural activities on Main Street

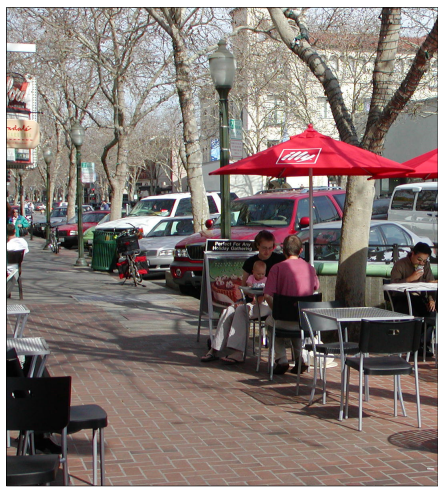


The New Main Street: diagonal parking, mid-block crossings and shade

Sidewalk activity, plenty of convenient, on-street parking and shade

Greens and Parks are important to Downtowns

Short crossing distances for people



Full pedestrian access

On Main at 6th Street looking north

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 truly reinforces Santa Clarita's connections with the Newhall area and substantially enhances the possibilities for valley-wide activities.

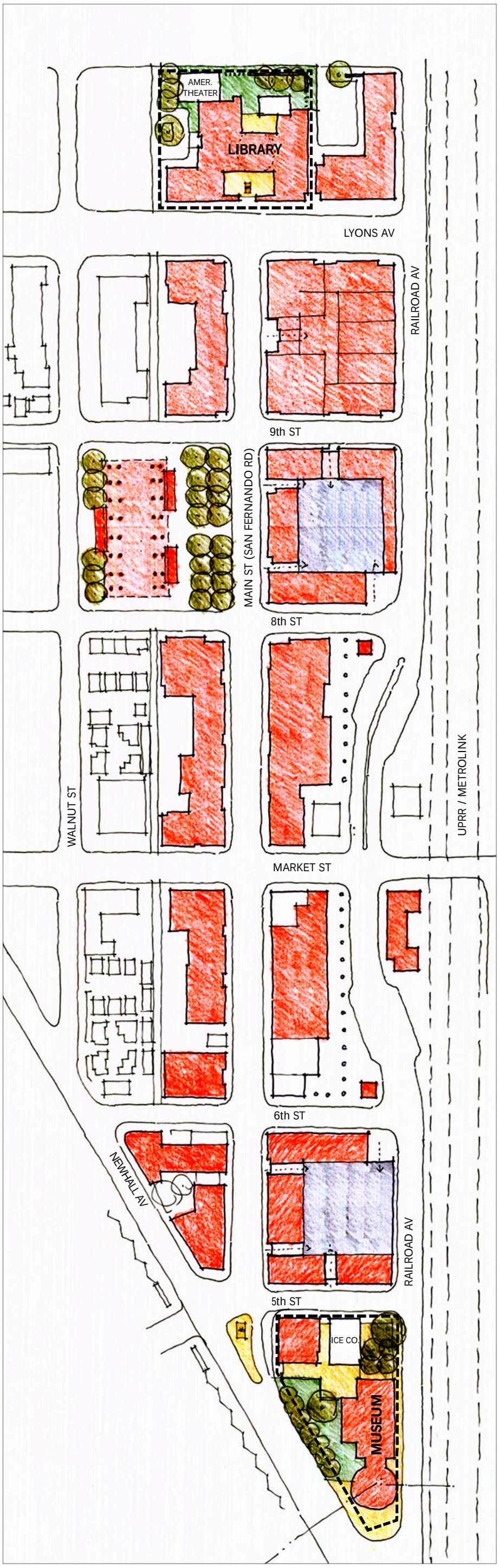
Library - This visually prominent, 2-3 story building is organized around a forecourt at the northerly terminus of the Main Street resulting in a distinguished site for the building while providing additional pedestrian activity viewable from several directions. As with other library precedents, the Downtown 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 65,000 square feet and provides access to a parking court and delivery area from 11th Street.

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

A tower of a symbol of civic presence

Street terminated by public building

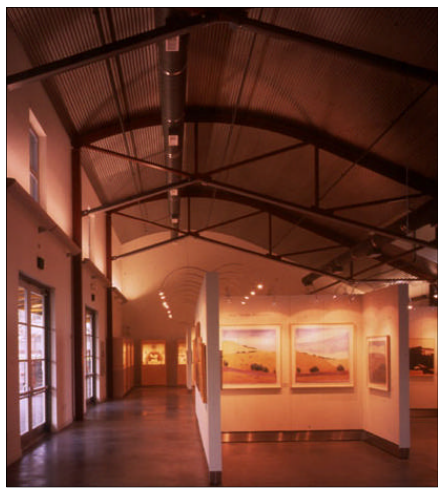


Main Street Key Plan

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 the Downtown 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 Downtown 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

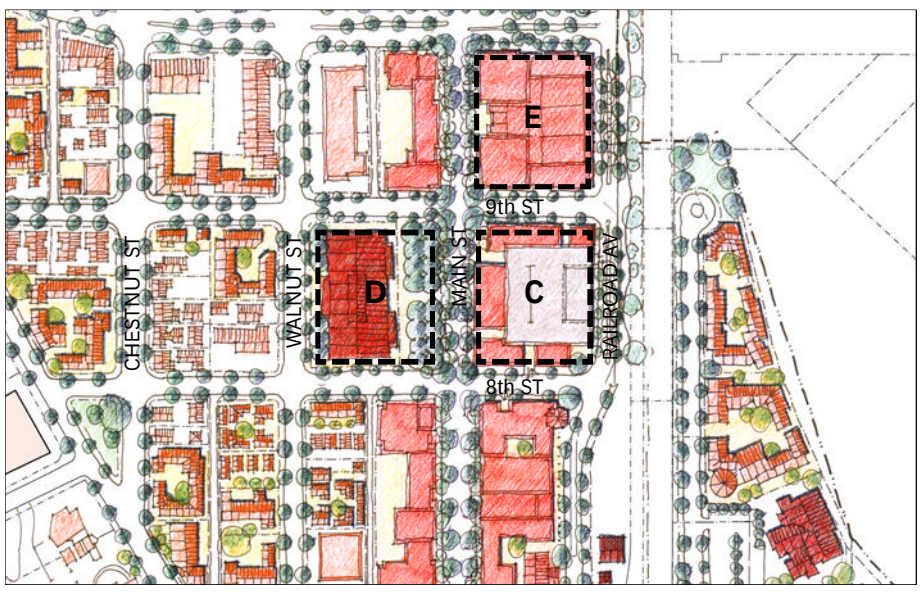
Open truss architecture

Sculpture gardens

Park Once Garage (in Boulder, CO)

Liner as corner tower

Mid-block access to garage



Key Plan

C. Park Once Garages

The 'Park Once' strategy to address parking needs is intrinsically tied to the possibility of transforming Downtown 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 Downtown 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 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 Downtown 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, 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 Downtown.

View of Park Once Garage and Mixed-Use Liner building at 9th and Main Street

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 and a physical punctuation along Main Street with a civic gathering place in full view and access of the community.

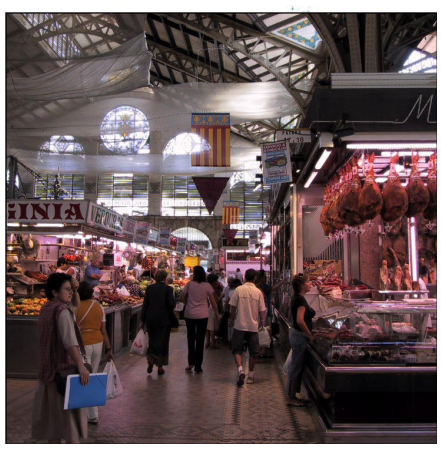
The Mercado, a variety of seasonal and permanent shops providing local and regional produce as well as restaurant, auction-house and exhibition opportunities, is housed in a large, open, 1-story structure with limited mezzanine space. The 35,000 square foot structure presents a prominent facade facing 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 identified for civic buildings in the plan area:

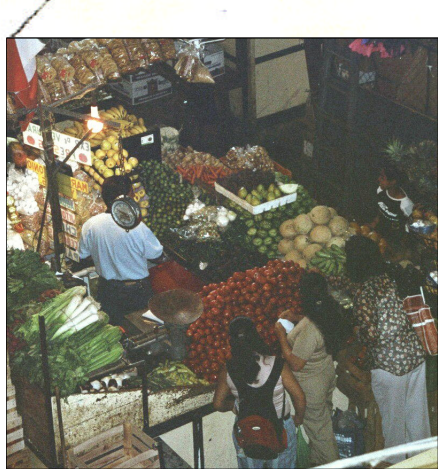
- Block bounded by 8th/9th and Walnut Avenue/Main Street
- North terminus of Main Street at Lyons Avenue
- Southeast end of Main Street bounded by Railroad Avenue and 5th Street

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 Downtown 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 Downtown. 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.



Simple and interesting structure



Many choices

Variety of products

Multiple vendors and variety under one roof

E. Infill and Transit-Oriented Development (TOD)

Infill Housing - The two neighborhoods flanking 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 Downtown 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.

Infill Courtyard Housing at Pine and Market

Rowhouses (3 dwellings shown)

Courtyard Housing (20 dwellings shown)

Courtyard Housing (10 dwellings shown)

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. 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 Downtown without the full demand on parking in the area.

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)

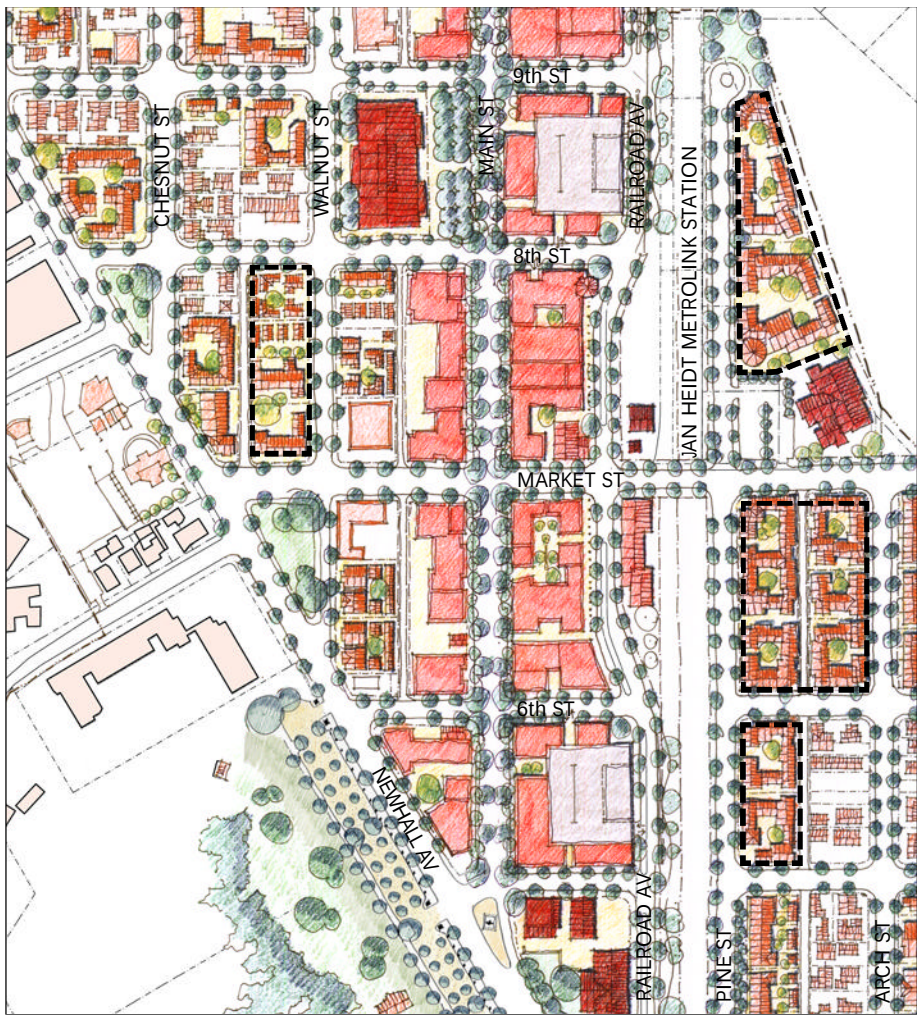
Rowhouses

Courtyard Housing (12 dwellings)

Courtyard Housing (12 dwellings)

Rowhouses

Sideyard Housing (3 dwellings)



Key Plan

Infill Courtyard Housing along Pine Street

Relocated Pardee House serves as new Visitor Center to Downtown

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 Downtown, 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 Downtown and Hart Park.

The physical relationship between Hart Park and Downtown 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.

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.

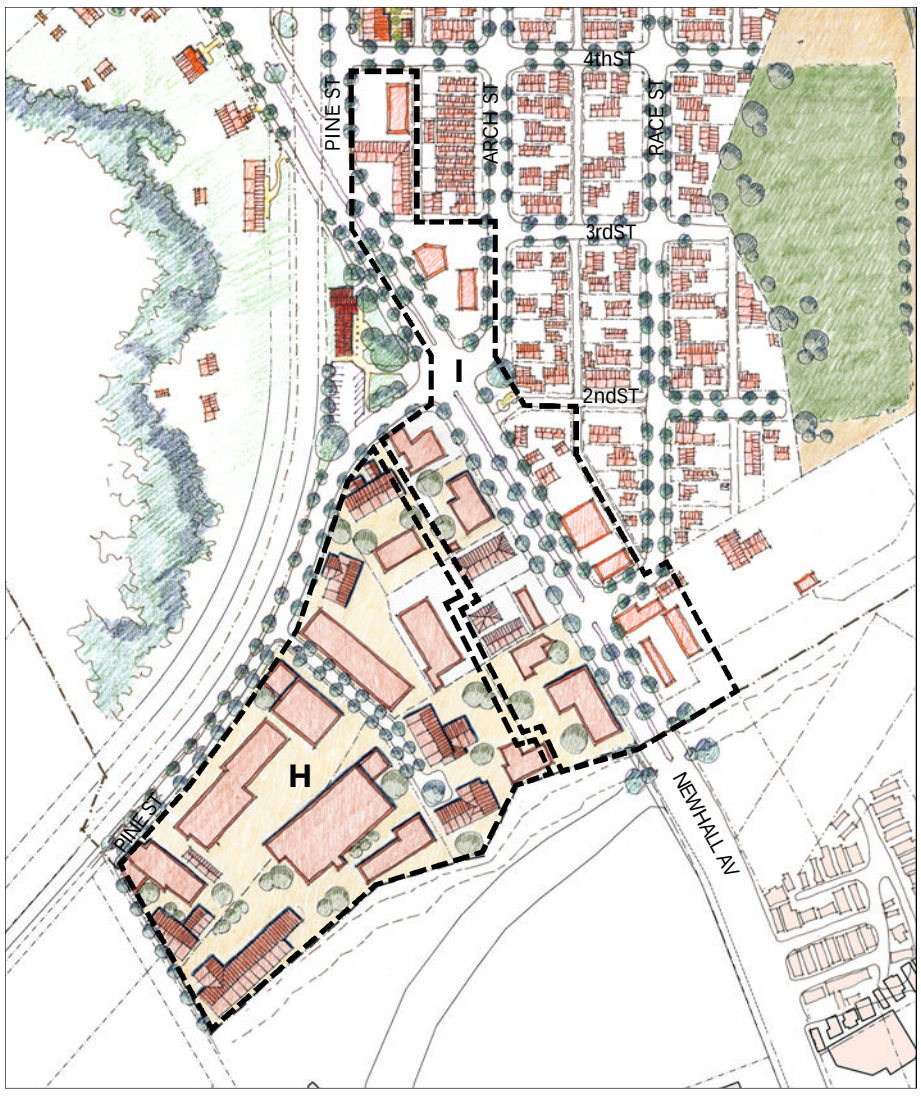
In the new location, this 1-story building will be prominently sited and receive a modest addition to serve as the visitor's center to Downtown and Hart Park, offering motorists the opportunity to learn about Newhall and its attractions.

Pardee House

Historic Entrance Signage

The Park's Newhall Avenue frontage

Improved Hart Park frontage and access along Newhall Avenue



Key Plan

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 Downtown 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.

Art studios in warehouses

Rugged architecture; vibrant colors

Parking-limited access on a corridor

Industrial lofts for creative industries

Art galleries in warehouses

Parking-limited frontage on a corridor

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.

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.

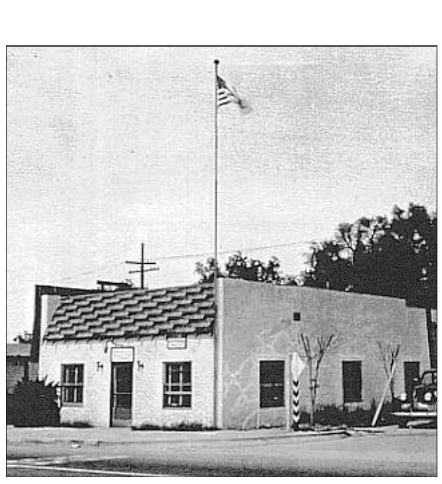
In strategic terms, this subject is much of the foundation upon which Downtown Newhall is to be revitalized. In quantifiable terms, Newhall's historic resources are not as many as in a typical Downtown but they are, nonetheless, important and positive. The idea of respecting and celebrating the area's 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.

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.

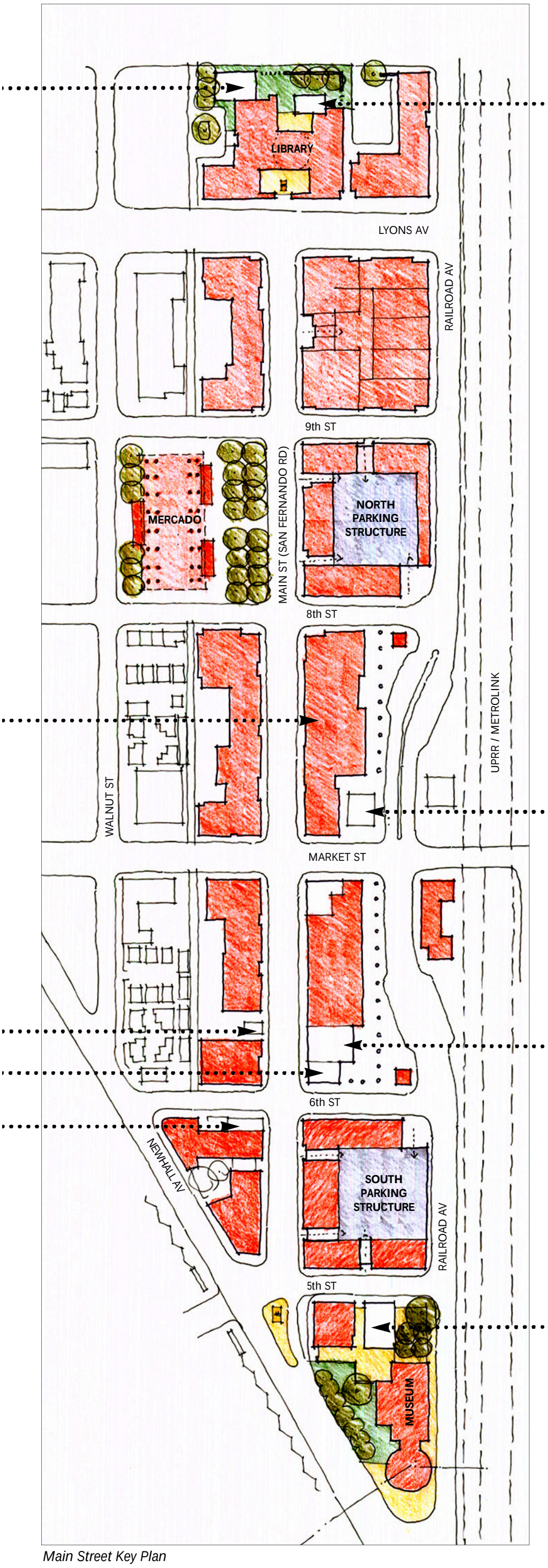
C. Tom Mix Cottages - This small building was built by Halsey W. Russell in 1919. In 1922, the six other cottages were added, forming a motor court catering to drivers on the old Ridge Route. These structures were also used by motion picture people as housing during the filming of stories in this area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

Descriptive text marked with an asterik (*) is quoted from the Santa Clarita General Plan's Open Space & Conservation Element: Historic Resources.



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 competed 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 Downtown 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 San Fernando Road. Shortly after construction, the warehouse was converted into an ice house, which is still in operation. *

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.

Regional Landscape Character

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.

Existing Oaks

B. Open Space, Natural Areas, Parks and Trails

Visually, nature is still a part of Downtown 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:

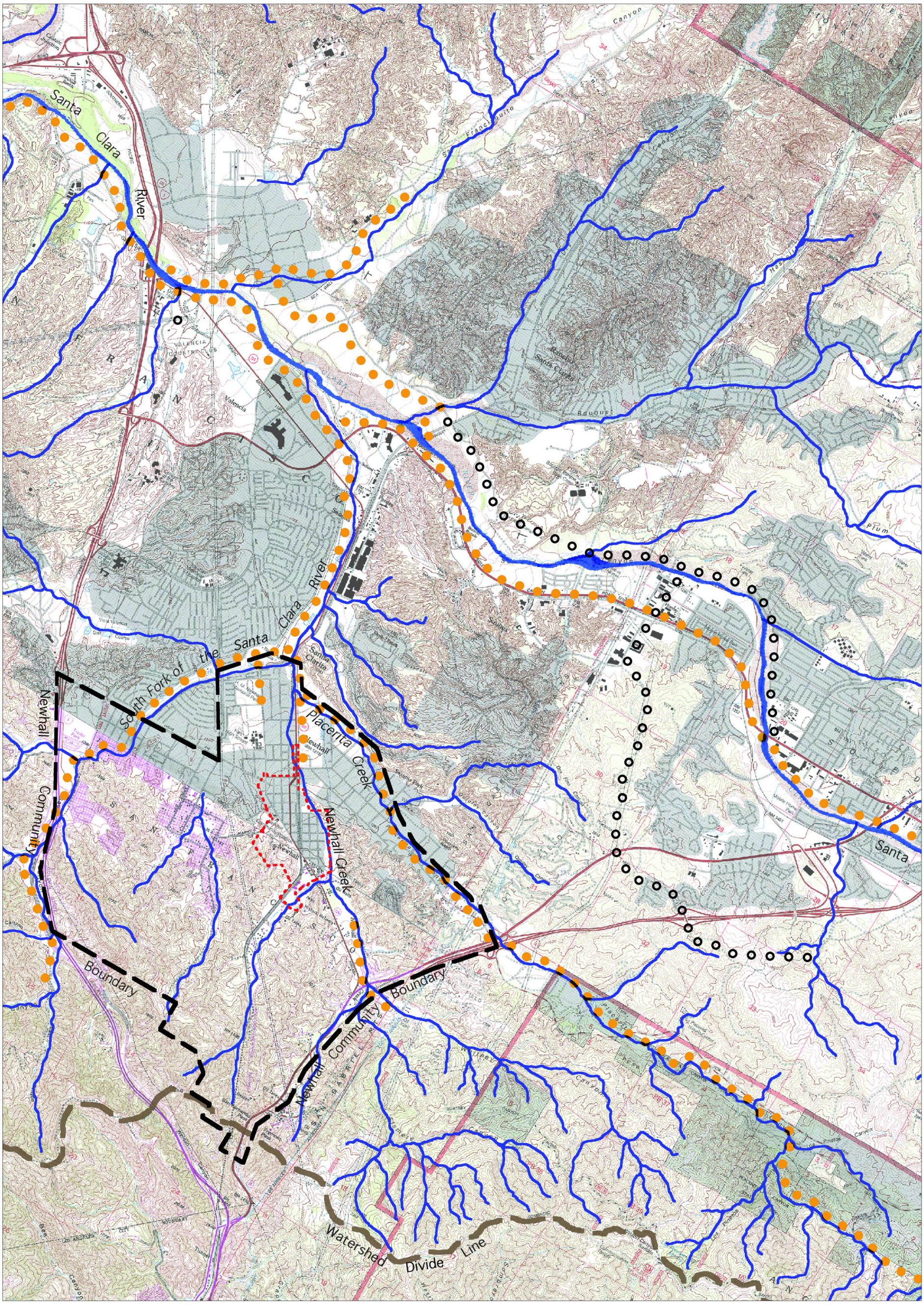
- Use native trees such as Sycamores, Poplars and Oaks to provide habitat and reinforce the existing natural aesthetics of the open space and trail system.

- 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 Trails

Proposed Trails

Regional Watershed and Trails

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C. Stormwater Management

The Community of Newhall is located within the Santa Clara River watershed. Downtown 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 San Fernando Road for a short distance before it joins the main channel of the Santa Clara River. The Santa Clara River flows west for about 100 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 Downtown 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.

(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.

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.

(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

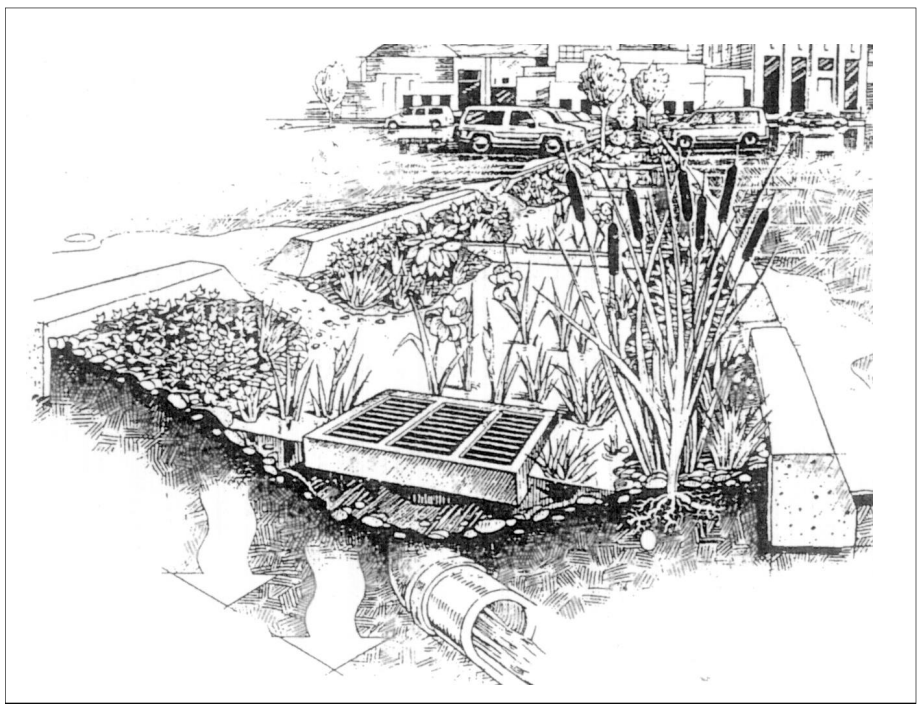
Street parking areas:
- Provide curb cuts along sidewalk to allow storm water run off to irrigate tree planters.
- Direct surface runoff to rain gardens located at corner bulb-out.
- Use permeable pavers in parking stalls to allow water percolation.

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.

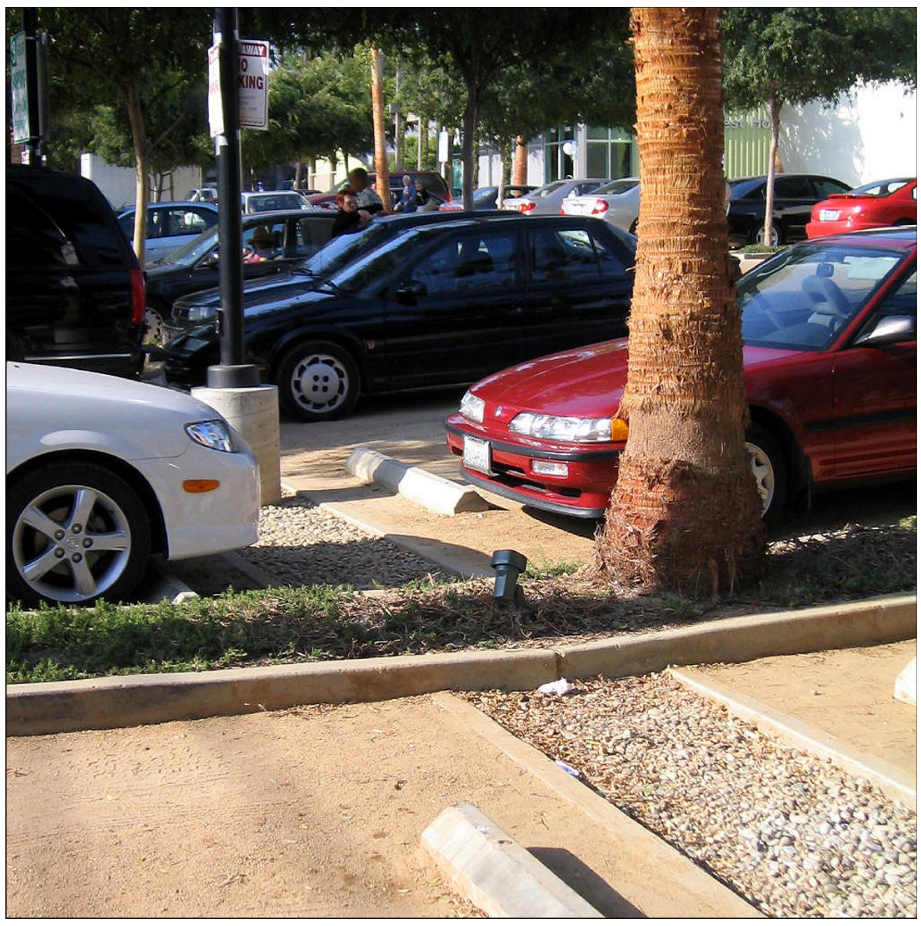
(e) Newhall Avenue Bioswale
- Remove existing concrete swale and replace with a bioswale between road curb and new realigned pedestrian path along the south edge of the road in front of William S. Hart Park.
- Direct surface runoff to curb cuts along road to allow storm water run off to enter bioswales.
- 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.

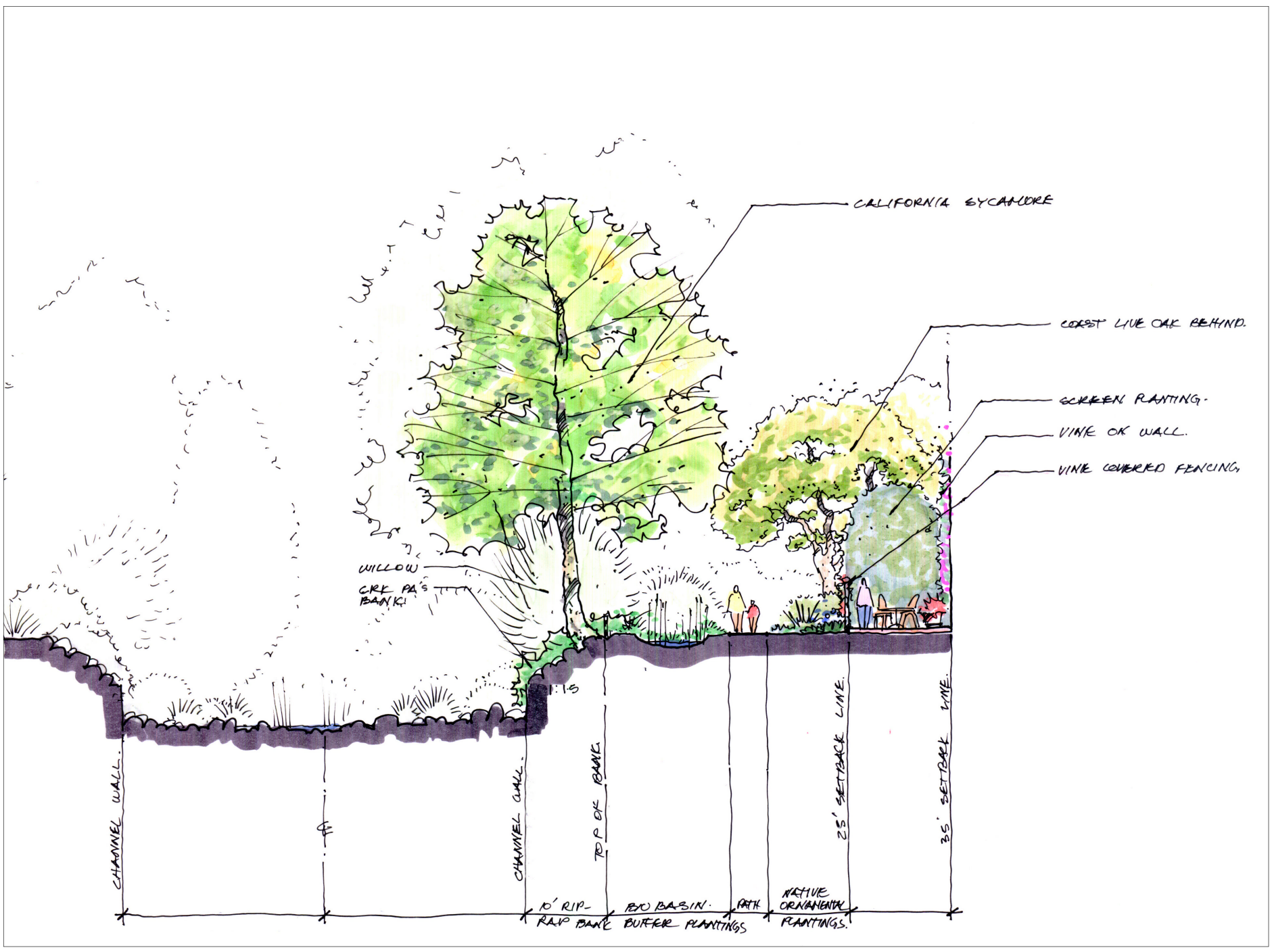


BioSwale Section

Bio Parking Island



Bio Parking Island



Creek Cross Section

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 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.
- 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.

Benches

Walk of Western Stars

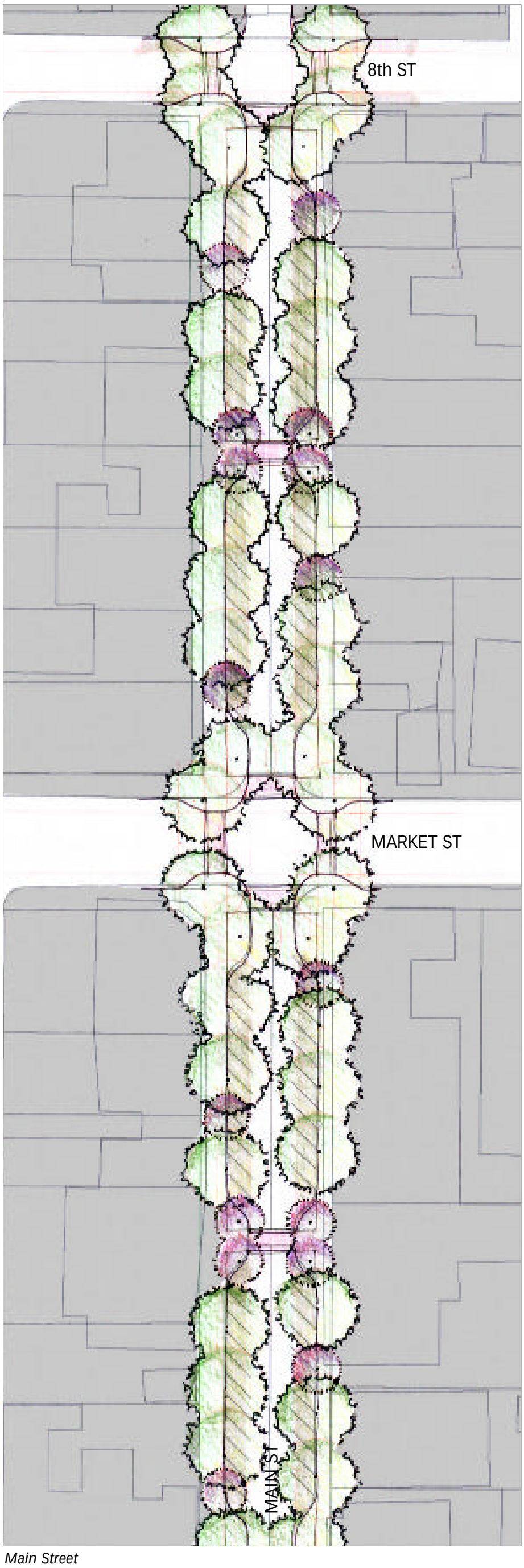
Street lighting

Street lighting

Landscape walls

Buck Henry

Artwork: weather vane on Hart Mansion



Main Street

California Sycamore

Utility artwork

Walk of Western Stars

Horseshoe Concrete

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 Downtown 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.

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 an 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.

Neighborhood Trees

Valley Oak

Cork Oak

Coast Live Oak

	SCIENTIFIC NAME	COMMON NAME
Qv	*Quercus virginiana*	Southern Live Oak
Ca	*Castenea dentata*	American Chestnut
Cd	*Cedrus Deodara*	Deodar Cedar
Kb	*Koelreuteria bipinnata*	Chinese Flame Tree
Oe	*Olea europea*	Olive
Pxa	*Platanus x acerifolia*	London Plane Tree
Pr	*Platanus racemosa*	California Sycamore
Qa	*Quercus agrifolia*	Coast Live Oak
Ql	*Quercus lobata*	Valley Oak
Qs	*Quercus suber*	Cork Oak
Sm	*Schinus molle*	California Pepper Tree
Up	*Ulmus parviflora*	Chinese Elm
Uc	*Umbellularia californica*	California Bay Tree

Designated Street Trees Plan

0 200 400 800 ft

n

DOWNTOWN NEWHALL SPECIFIC PLAN **2:22**
City of Santa Clarita, California
ADOPTED DECEMBER 22, 2005


California Sycamore tree


Olive tree


Goldenrain tree


Evergreen Pear tree

E. Designated Street Trees (con'td)

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 downtown 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
Prospis 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 / Ornamenal 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 downtown 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)
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 San Fernando Road)
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 / Ornamenal Pear

Creative Industry District

San Fernando Road
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

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.)

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.)

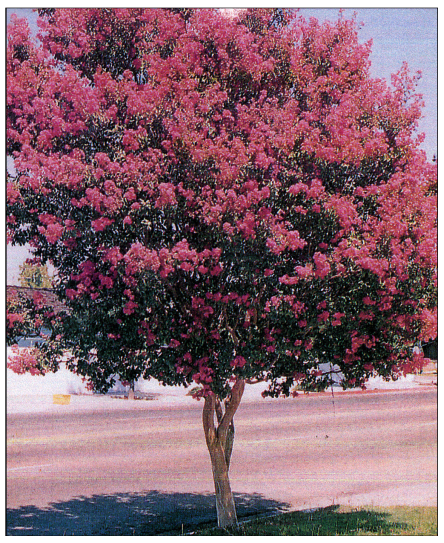
Existing Street Tree(s):
Robinia pseudoacacia / Black Locust
Liquidambar styraciflua / Sweet Gum

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

Bottle tree

California Pepper tree



Crepe Mrytle tree

Deodar Cedar tree

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.

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.

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):
Castenea 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 acerfolia / 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 acrefolia / 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
Liquidanbar 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

2.4 Transportation Plan

The overall approach to transportation in Downtown 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 Downtown 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 elements combine to create a much higher trip quality for citizens and visitors, whether walking or driving.

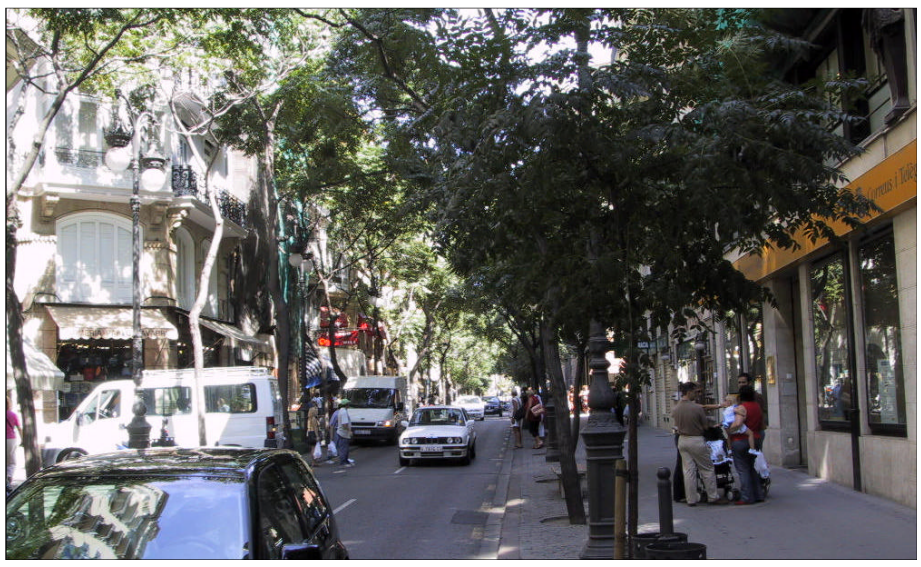
Most visitors, workers and residents will likely arrive at Downtown Newhall in wheeled vehicles, but at some point they will enter the realm of the pedestrian, who moves at no more than four miles per hour. As pedestrians, they need to circulate safely and conveniently to their destination.

In order to create a pedestrian friendly environment which in turn, maximizes the commercial and retail nature of Downtown 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, Downtown 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 Downtown 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 Downtown 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 Downtown 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 Downtown 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 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.

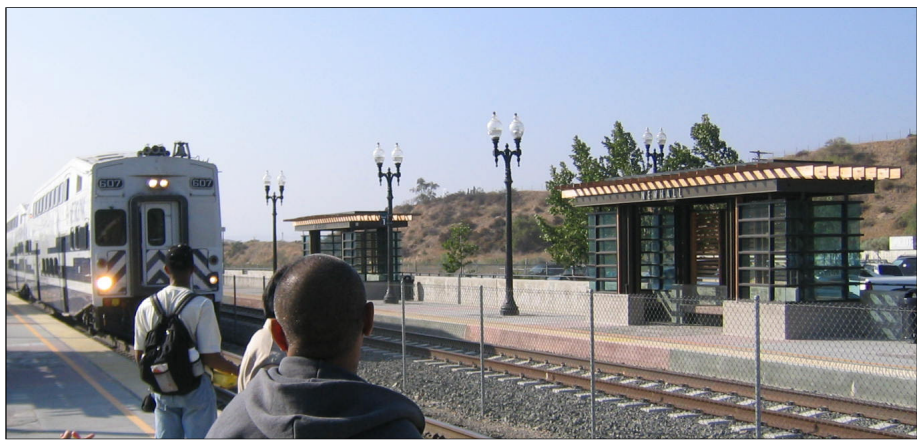
For the past century, no dictum has been more descriptive of the fate of our cities than "form follows parking." The proposed resolution of the parking load for the Downtown Newhall is based on the proposition that parking is not an end in itself. Its purpose is to generate a pedestrian environment where 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 Downtown Newhall in the last thirty years.

[1] Nelson\Nygaard Associates (November 2004)

Community-Wide Circulation

The circulation strategy that will enable Downtown 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 Downtown 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 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 Downtown:

Transit-Oriented Housing - The presence and success of the commuter rail service at the Jan Heidt Metrolink Station bodes very well for Downtown 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 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 Downtown while minimizing the need to provide parking for everyone in the region is fundamental to the revitalization effort. As the Downtown 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 Downtown 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 Downtown 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. These projects refer to existing road names, and not the proposed name changes described on pages 1:9-1:10.

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. 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 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 Downtown'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.

b. Reconfigure Lyons Avenue / Railroad Avenue Intersection - To replace the traffic capacity currently provided by the diagonal portion of 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.

c. Reconfigure Lyons Avenue / San Fernando Road Intersection - This inter section will be reconfigured as a ordinary "T" intersection, with curb exten sions, 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 sig nal, and all other signals in the Specific Plan area, will be equipped with pedestrian countdown signals to improve safety.

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 San Fernando Road 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.

4. Reconfigure San Fernando Road / Newhall Avenue Intersection - This intersection will be reshaped to ease the flow of traffic from San Fernando Road to Newhall Avenue. For traffic heading north on San Fernando, 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 San Fernando Road. Similarly, southbound traffic on Newhall will be able to proceed straight south onto San Fernando Road, eliminating the current right-hand turn for this movement. Both halves of this intersection (San Fernando/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).

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 San Fernando Road / 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. San Fernando Road 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'.

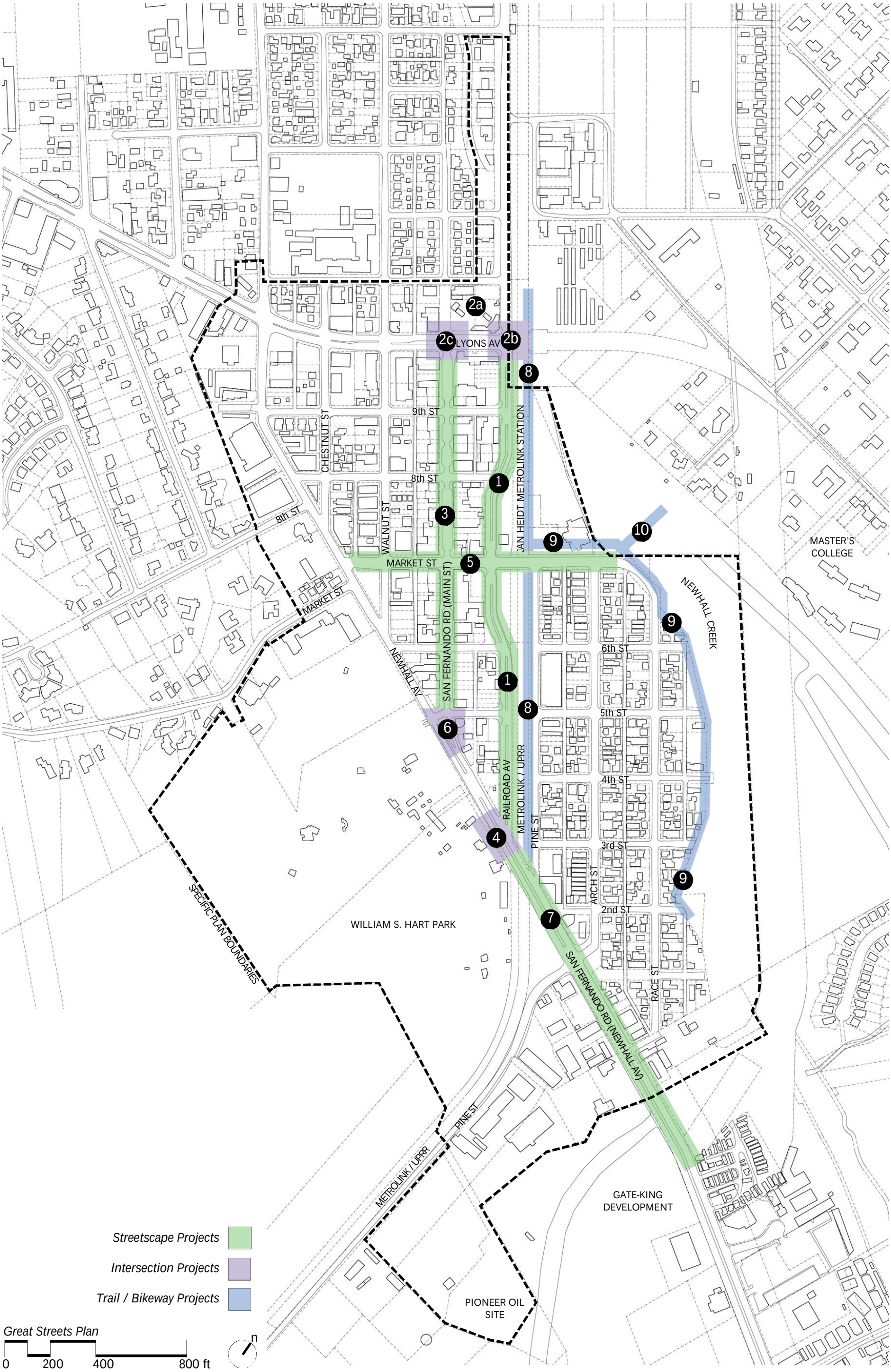
8. Bike Path from Pine Street to 13th Street along Railroad Tracks - A paved bicycle and pedestrian path (minimum 8' wide) will be added on the east side of the railroad right-of-way (switching to the west side of the tracks north of 13th Street). This path will link Newhall to the City's existing trail 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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WALNUT ST
MARKET ST
SAN FERNANDO RD (MAIN ST)
NEWHALL AV
RAILROAD AV
METROLINK / UPRR
PINE ST
ARCH ST
RACE ST
SAN FERNANDO RD (NEWHALL AV)
JAN HEIDT METROLINK STATION
NEWHALL CREEK
MASTER'S COLLEGE
WILLIAM S. HART PARK
GATE-KING DEVELOPMENT
PIONEER OIL SITE
SPECIFIC PLAN BOUNDARIES
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Intersection Projects
Trail / Bikeway Projects
Great Streets Plan
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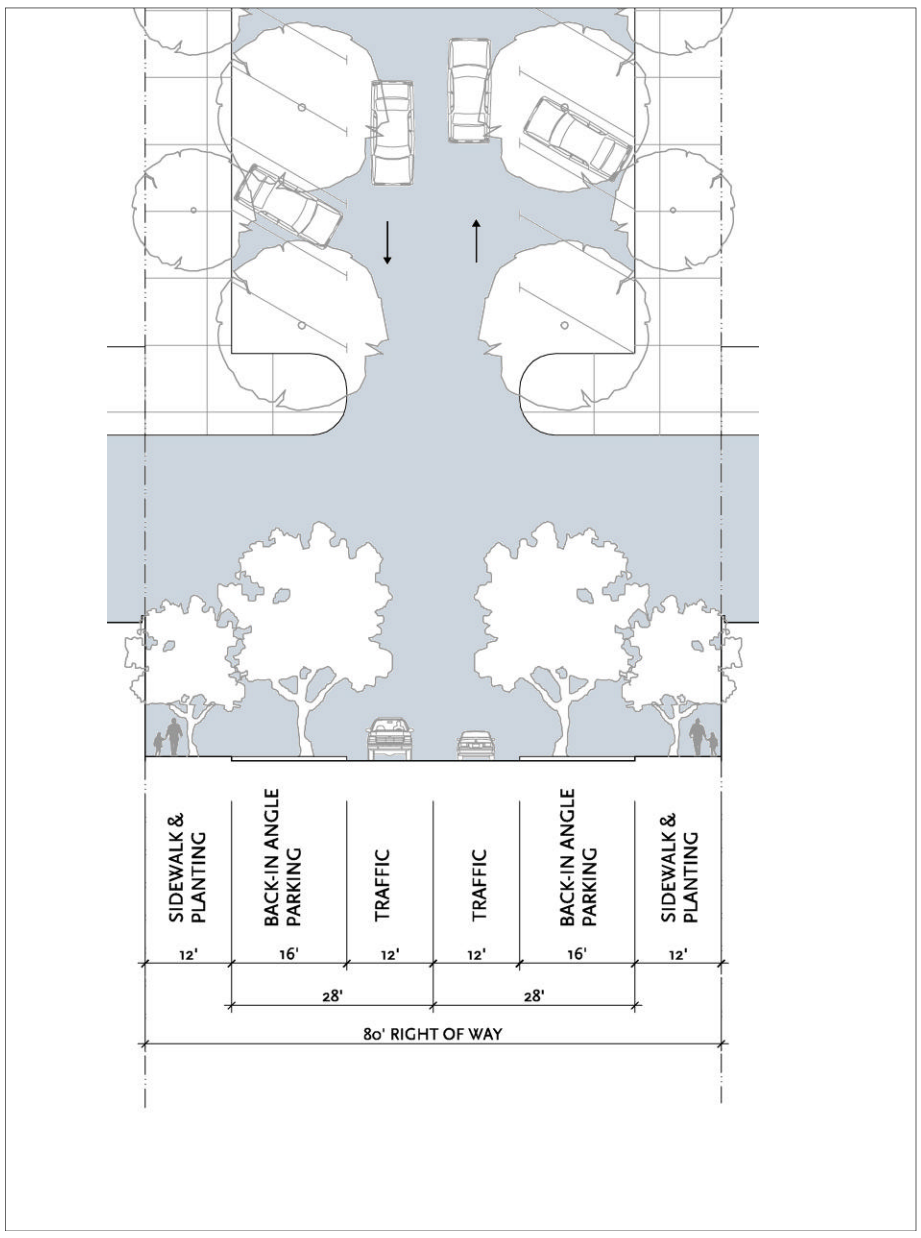
Main Street (5th Street - Lyons Avenue)

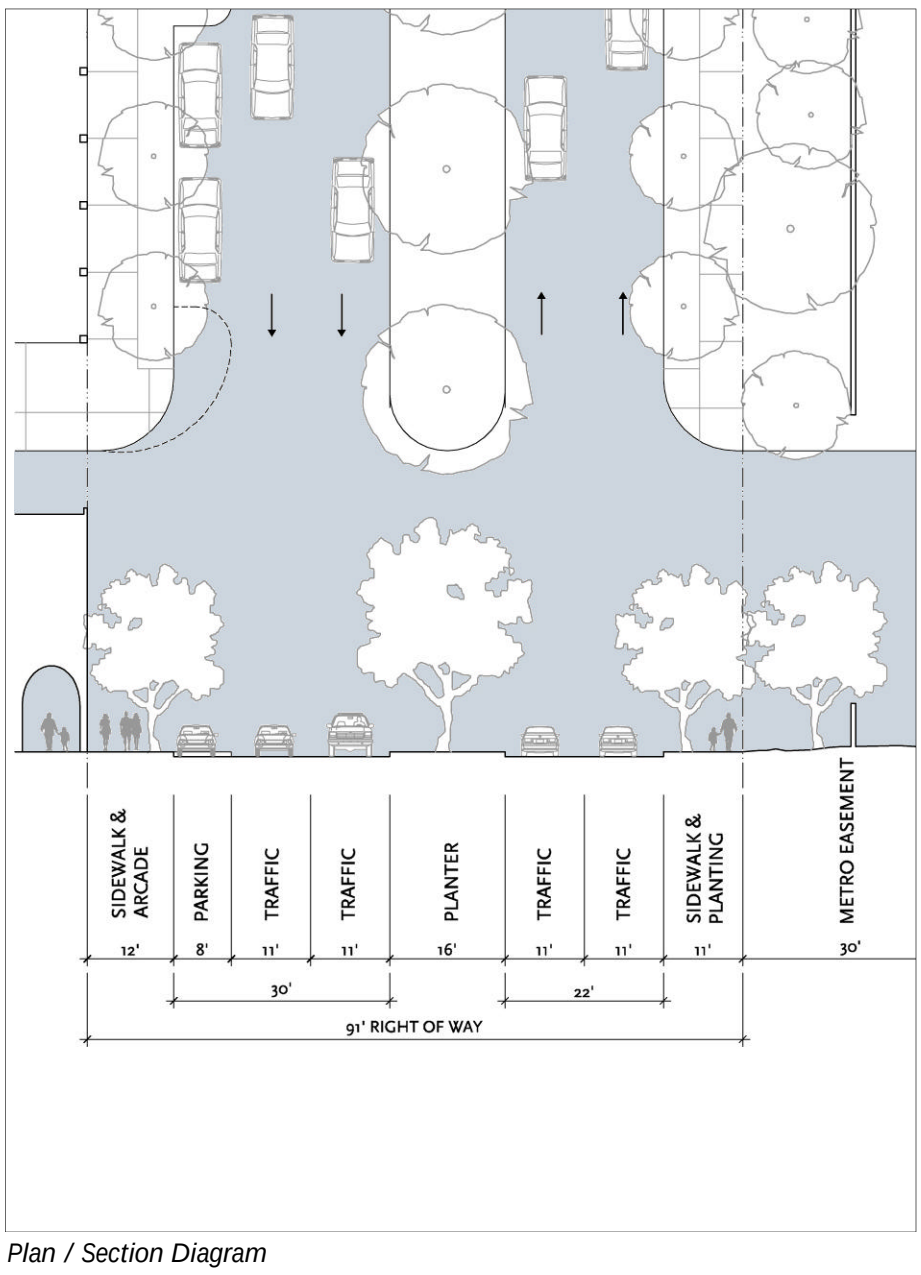


Plan / Section Diagram

Illustrative Photo

MOVEMENT..... Slow
DESIGN SPEED..... 25 mph
CROSSING TIME ..... 5 seconds
ROW WIDTH ..... 80'
TRAFFIC LANES ..... 2, 1 each direction
PARKING ..... both sides (diagonal)
CURB TYPE ..... vertical
CURB RADIUS ..... 15-25'
SIDEWALK WIDTH ..... 12'
PLANTER WIDTH ..... 3'
PLANTER TYPE ..... squares at face of curb at 30'-40' o.c.
PLANTING ..... trees
TREE SPECIES..... see page 2:22 (Street Tree Plan)

Railroad Avenue (4th Street - Lyons Avenue)

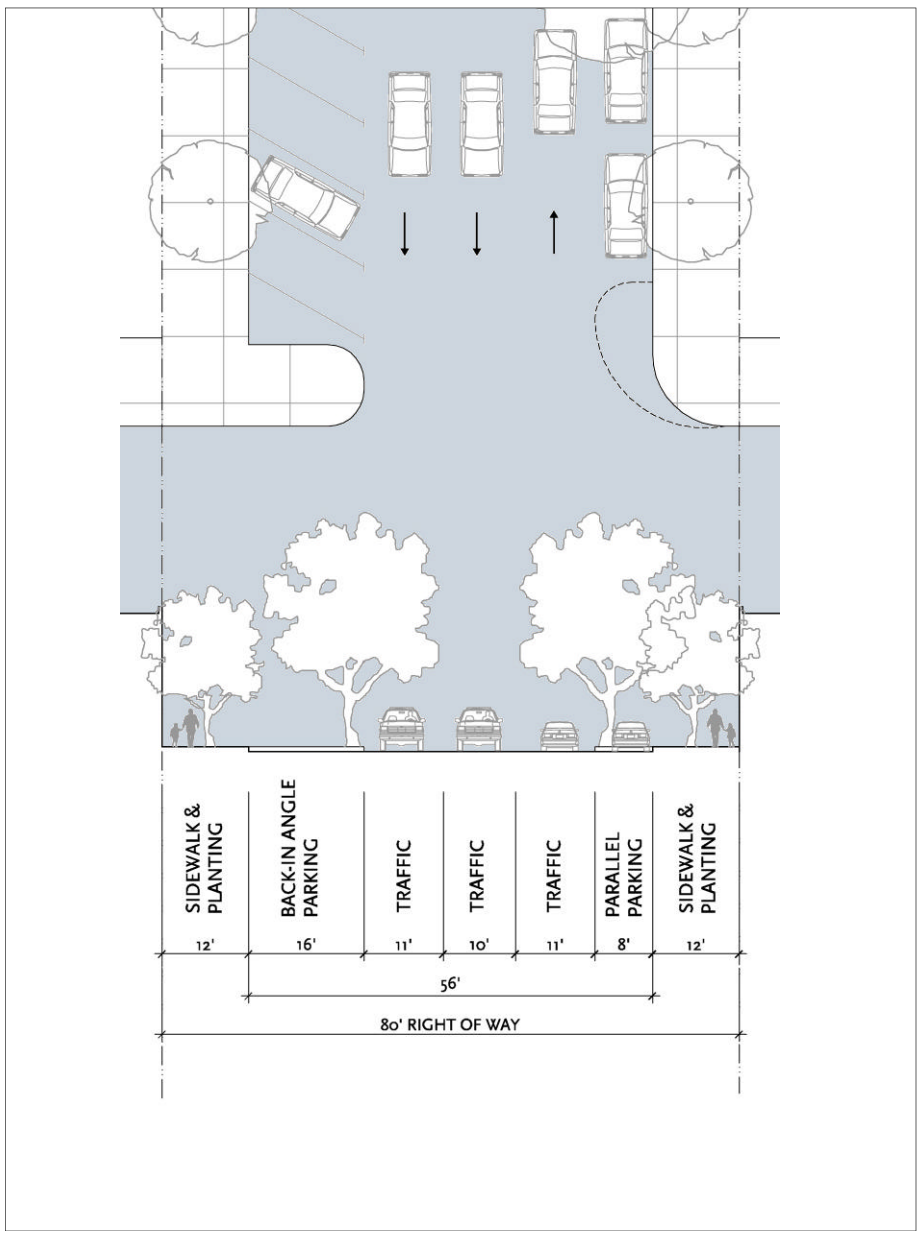


Plan / Section Diagram

Illustrative Photo

MOVEMENT..... Free
DESIGN SPEED..... 35 mph
CROSSING TIME .....14 seconds
ROW WIDTH ..... 91'
TRAFFIC LANES ..... 4, 2 each direction
PARKING ..... west side (parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 15-25'
SIDEWALK WIDTH ..... w: 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 SPECIES..... see page 2:22 (Street Tree Plan)

Market Street (Newhall Avenue to Arch Street)

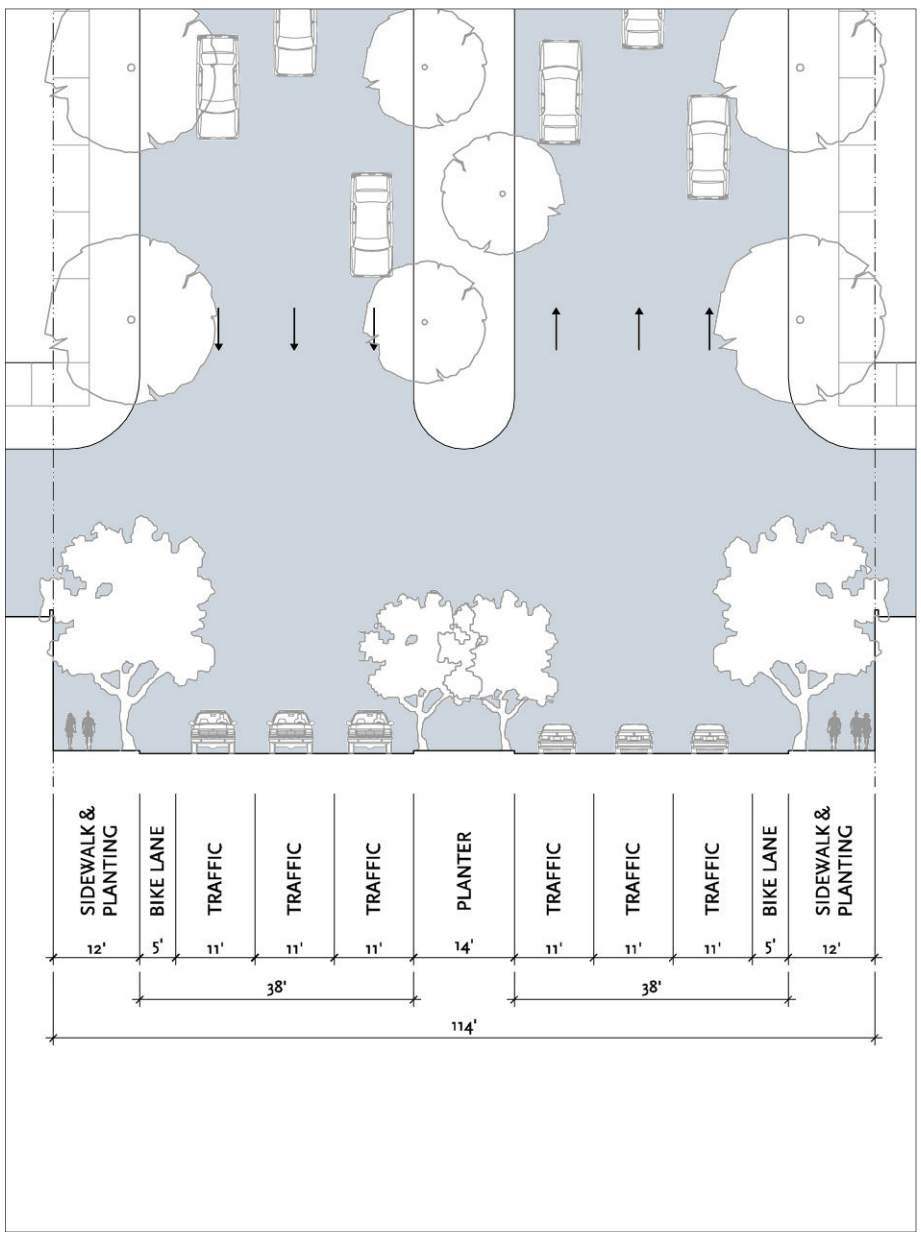


Plan / Section Diagram

Illustrative Photo

MOVEMENT..... Slow
DESIGN SPEED..... 25 mph
CROSSING TIME .....7 seconds
ROW WIDTH ..... 80'
TRAFFIC LANES ..... 3, 2 each direction, 1 center turn lane
PARKING ..... both sides (mixed)
CURB TYPE ..... vertical
CURB RADIUS ..... 15-25'
SIDEWALK WIDTH ..... 12'
PLANTER WIDTH ..... 5'
PLANTER TYPE ..... squares at face of curb at 30'-40' o.c.
PLANTING ..... trees
TREE SPECIES..... see page 2:22 (Street Tree Plan)

Newhall Avenue (Pine Street to railroad tracks)



Plan / Section Diagram

Illustrative Photo

MOVEMENT..... Free
DESIGN SPEED..... 35 mph
CROSSING TIME .....18 seconds
ROW WIDTH ..... 114'
TRAFFIC LANES ..... 6, 3 each direction
PARKING ..... none
CURB TYPE ..... vertical
CURB RADIUS ..... 15-25'
SIDEWALK WIDTH ..... 5'
PLANTER WIDTH ..... 7'
PLANTER TYPE ..... planter strip
PLANTING ..... trees
TREE SPECIES..... see page 2:22 (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 Downtown Newhall is summarized below in terms of existing and proposed supply of on- and off-street parking.

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.

The Present: Conventional Single-Use Parking Standards


The Desired Future: Shared, Park Once Standards and Policies

Parking signage

Parking signage

Parking signage

Santa Clarita Transit

Street signage

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.

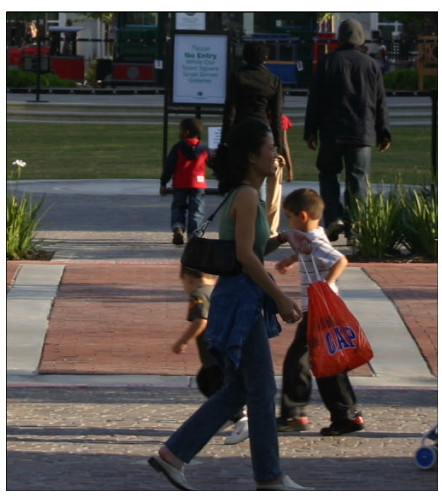
Priority		Type of parking
Most convenient spaces for customers	high priority	2-hour on-street parking near retail destinations
		3-hour parking in mid-block parking lots
Least convenient for employees & park-and-ride commuters	low priority	All day parking on upper garage floors or the periphery

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.

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

Individual parking lots disrupt the neighborhood fabric and reduce possibilities


Garage Liners as opportunity


Put customers first

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.