



CHAPTER 2: FORM AND CHARACTER

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ADOPTED: DECEMBER 2005
UPDATED: MAY 2022

2.1 THE PLAN FOR OLD TOWN NEWHALL

Chapter 2 of the OTNSP describes conceptual patterns of future development and improvements in Old Town Newhall. Implementing these concepts incrementally over a long period of time will change many of the specific details of the plan, but its fundamental character, qualities and intentions will remain intact. The development standards and code underlying this plan are presented in Chapter 4.

The OTNSP area consists of a total of approximately 50 blocks of residential, commercial, office, and civic uses. It is comprised of two neighborhoods flanking the Metrolink commuter rail line – on the east, the residential neighborhood of East Newhall, and on the west, the 20-block Arts & Entertainment District – as well as a transitioning industrial district on the south. Upon buildout, the OTNSP contemplates 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 these developments have already been constructed and some will occur in the form of new construction or as adaptive reuses of existing buildings.



The conceptual build-out of the OTNSP area is illustrated in Figure 2-1 and reflects the following elements of a traditional neighborhood:

- A ten-minute walk from center to edge;
- An interconnected network of multi-modal streets;
- A vibrant set of public spaces, including streets 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;
- 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.



Figure 2-1. Potential Build-Out of the OTNSP Area



Newhall Crossings (under construction)

2.2 CATALYTIC PROJECTS

Public input received over two workshops in Summer and Fall 2021 identified catalytic projects of community-wide significance to build upon the success and projects previously implemented via the 2005 OTNSP. To implement the goals of the OTNSP, a combination of public and private investments must be made to provide the economic basis for these projects to be successfully realized. Each catalytic project is described in below and illustrated in Figure 2-1.

1 MIXED-USE ANCHOR ON SOUTHERN END OF MAIN STREET

To complement the vibrancy and activity recently developed at the north end of Main Street, develop a new mixed-use destination potentially at the vacant parking lot between 6th and 5th Streets, at the southern end of Main Street. This destination could provide a mix of complementary new uses - ranging from housing, retail, office, or institutional uses, as well as additional public parking.

2 PARK-ONCE STRUCTURE ON SOUTHERN END OF MAIN STREET.

Originally envisioned as a 400-parking space Park-Once structure, this second parking

structure would book-end the City's Old Town Newhall Parking Structure at the northern end of Main Street at Newhall Crossings and provide convenient access to destinations on the southern end of the Arts & Entertainment District, proximate to the Hart Park gateway.

• MUSEUM

Develop a museum in Old Town Newhall (at a yet to be determined location). This component of civic infrastructure would be regional in scope. A museum will serve to broaden the appeal of Old Town Newhall among the greater community of Santa Clarita. Possible types include a Children's or Science-oriented Museum.

• THE MERCADO

Develop a public market ("mercado") and associated plaza in Old Town Newhall (at a yet to be determined location) to introduce a unique commercial activity in the Arts & Entertainment District along with a civic gathering place. A mercado will appeal to the community at large in that no such feature exists elsewhere in the City, by offering a collection of numerous merchants offering products, such as fresh produce and specialty items ranging from food and produce to clothing and cafes. A mercado combined with a flexible public plaza provides a special place and



Housing along Walnut Street



Vacant Lot adjacent to the Lexen Hotel at Main and 6th Streets

amenity for Old Town Newhall for residents and visitors alike.

Until a permanent location is established, the weekly Old Town Newhall Farmers Market, located at the Old Town Newhall Library parking lot, has emerged as a successful indication of the interest and popularity of this public market concept.

3 INFILL HOUSING

Develop new infill housing within the two existing residential neighborhoods of Old Town Newhall – East Newhall and in the west within the Arts & Entertainment District. New infill housing will range from single-family detached houses to duplexes, triplexes, quadplexes, live/work, rowhouses, and stacked dwellings in appropriate pedestrian- and street-friendly patterns and densities over time. This is to occur in a manner that respects each neighborhood's role and scale in Old Town Newhall.

4 TRANSIT-ORIENTED HOUSING

In East Newhall adjacent to the Jan Heidt Metrolink Station at Market and Pine Streets, develop transit-oriented housing in proximity to Main Street and the Arts & Entertainment District. While light-rail transit stations are proven more successful at attracting housing developments, the OTNSP provides the mechanism for such housing to occur – if market feasible – adjacent to the commuter rail station.

5 CREATIVE INDUSTRY / BUSINESS DISTRICT

Identify the industrial tracts of land east of Pine Street and south of the railroad tracks for new creative industries and businesses. This area lies within the City's Jobs Creation Overlay Zone (JCOZ) and is intended to be consistent with its goal of attracting and promoting the creation of high-quality jobs in targeted industries, such as aerospace, biomedical, entertainment, technology, and art. New developments in the creative industry can be integrated with existing light-industry uses and can occur through the



Main Street

adaptive-use of existing industrial buildings. Existing buildings in this area can meet the demand of creative industries that seek large-scale, industrial, live-work spaces that can serve flexibly as workshops, exhibition space, or as a residence.

6 CORRIDORS

Improve each of the three corridors that provide Old Town Newhall with community-wide access to the west, north, and south. Railroad Avenue (from Lyons Avenue to the north OTNSP boundary), Newhall Avenue (from 3rd Street to the south OTNSP boundary), and Lyons Avenue (from the west OTNSP boundary to Railroad Avenue) are each characterized by heavy vehicular traffic and a lack of street definition. New developments along the corridors will focus on improvements to the public realm, specifically to streetscapes, building frontages, and access.

2.3 COMPLETED CATALYSTS FROM THE 2005 OTNSP

To set in context the breadth of implementation already achieved by the 2005 OTNSP, below is a listing of built projects that have already transformed Old Town Newhall. These projects are also illustrated on Figure 2-1.

7 MAIN STREET (FORMERLY SAN FERNANDO ROAD)

A fundamental strategy in revitalizing Old Town Newhall was the transformation of San Fernando Road, a truck route and six-lane arterial, into a walkable, pedestrian-first Main Street. From Pine Street to Lyons Avenue, this segment of San Fernando Road was terminated at Lyons Avenue (providing a site for the new Old Town Newhall Library) and changed from a 'pass-through' traffic thoroughfare to a pedestrian-first destination. Regional traffic is now distributed to the flanking streets: Newhall and Railroad Avenues.

Traffic-calming and streetscape improvements reestablished Old Town Newhall as a walkable street and catalyzed its revitalization.

The result is a five-block Main Street that today serves as the recognizable Arts & Entertainment District of the City. This is where traffic is most calm in Old Town Newhall to fully balance the needs of pedestrians with those of cars, and to enable pedestrian-oriented shops, restaurants, services, theaters, and entertainment venues. Parking is addressed through diagonal on-street parking with additional parking for the district in a strategically located Old Town Newhall Parking Structure built on the corner of Railroad Avenue and 9th Street.

8 OLD TOWN NEWHALL LIBRARY

One of the most impactful improvements that has occurred as a consequence of the 2005 OTNSP has been the development of Old Town Newhall Library. Located axially and visually prominent at the northern terminus of Main Street, it occupies a place of prominence and has emerged as an iconic image of the Old Town Newhall's revitalization with its 55-foot tall building and 67-foot tower visible from the entirety of Main Street's five blocks. As the site of a weekly farmers market, it draws visitors from beyond Newhall and has elevated the



community's identity and visibility. The Library is approximately 30,000 square feet and has a 106-space parking court. The Library opened to the public in 2012.

9 OLD TOWN NEWHALL PARKING STRUCTURE ON NORTHERN END OF MAIN STREET

The 'Park-Once' strategy to address parking needs is critical to transforming Old Town Newhall into a viable place and long-term commercial success. The City's Old Town Newhall Parking Structure (one of two planned parking structures/garages from the 2005 OTNSP) provides 372 parking spaces and was built by the City in 2018 adjacent to the Newhall Crossings redevelopment project. The 55-foot tall parking structure is lined with retail and residential uses along its street edges to 'screen' it from public view while providing developable area and maintaining the pedestrian-oriented streetscape. In addition, the rooftop includes an assembly area for a potential event space. The parking structure provides convenience and access to visitors, while essentially freeing up large amounts of land that would otherwise be required of new developments to provide on-site parking. Such land can be dedicated to the development of new retail, office, and housing projects to further activate Old Town Newhall.



10 MAIN STREET ARTS AND ENTERTAINMENT

Newhall Crossings is a mixed-use redevelopment project that was built in 2020. It includes retail and residential and is neighboring the Laemmle Newhall Theatre. It has become a notable anchor on the northern end of Main Street and enlivens street activity. It provides approximately 20,000 square feet of ground-floor commercial space and 47 upper-level apartment units for rent. The presence of Laemmle Newhall, with its seven theaters, provides a notable pairing with food and beverage establishments and allows the Arts & Entertainment District to offer “dinner and a movie” experiences. Laemmle Newhall opened in 2021. In addition, Main Street is home of the Walk of Western Stars. Similar in style to the Hollywood Walk of Fame, the Walk of Western Stars honors actors, directors, and film professionals for their contributions to Western heritage in America. The series of stars is located on the sidewalk along both sides of Main Street.

11 WILLIAM S. HART PARK GATEWAY AND CONNECTIONS

William S. Hart, also known as "Two Gun Bill," was the first cowboy movie star during the silent film era. He made almost 70 silent movies from 1914 to 1925, and donated his sprawling 265-acre ranch for the public to enjoy. Hart Park was created in 1946 when Mr. Hart donated the land to the County of Los Angeles to use as a museum and park. Hart Park is the former ranch of Mr. Hart and was previously named "Horseshoe Ranch". This facility, immediately adjacent to Old Town Newhall, contains 265 acres of which 160 are deeded to the County as 'wilderness'. 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.

Laemmle Theatre at Newhall Crossings





Historic Photo of the American Theater Company

The 2005 OTNSP recommendations to improve connections resulted in the construction of a roundabout at the intersection of Newhall Avenue and Main Street. This serves as southern gateway to Old Town Newhall while also improving access via new crosswalks across Newhall Avenue.

12 RAILROAD AVENUE

To enable a pedestrian-oriented Main Street, Railroad Avenue was extended to the segment of San Fernando Road from Lyons Avenue to Magic Mountain Parkway. It serves as the principal downtown by-pass street for commuter traffic and has the same name both into and through Old Town Newhall.

13 NEWHALL AVENUE

To further promote Old Town Newhall's identity, the segment of San Fernando Road between 3rd Street and State Route 14 was renamed Newhall Avenue. This announces Newhall's presence to travelers on South Route 14 and is consistent with the City's 2001 Beautification Master Plan.

• **PRIVATE INVESTMENTS**

In addition to the significant public investments from the City, the Old Town Newhall revitalization must have investment from the private sector, from businesses, property owners and



Historic Photo of Sheriff Substation No.6

developers. Since the OTNSP was adopted, and especially in the last few years, we are seeing more and more of this. Newhall Crossings, the first ground-up mixed-use development to be constructed on Main Street, in accordance with the OTNSP, is just one of many. Other new privately-funded developments that contribute to the vibrancy of the Arts & Entertainment District include the Laemmle Theatre, Reyes Winery, The Old Town Junction, Hart & Main, and Lexen Hotel.

2.4 HISTORIC PRESERVATION

This section provides an understanding of Old Town Newhall's historic context along with a set of initiatives to allow for the sensitive and meaningful adaptive reuse of its historic resources, as illustrated in Figure 2-2.

1 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.

2 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



Figure 2-2. Historic Structures

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.

3 SHERIFF SUBSTATION NO.6

Sheriff's deputies replaced the old constabulary (and jail) in 1926, building Substation No.6 and staffing it with 8 men commanded by Captain Jeb Stewart. This was the second jail in what is now known as Santa Clarita. The Newhall Signal took over the building in 1968, using it as a "back shop" until they moved in 1986.

4 DENTIST'S OFFICE

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

5 OLD JAIL

Plans for the first Newhall jail were laid in 1888. Architectural plans, drawn by Hudson & Munsell of Los Angeles, called for the construction of a concrete building with a 1/4-inch thick steel door covering. Construction was completed by



Old Jail



Masonic Lodge/Courthouse

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.

6 MASONIC LODGE/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.

7 CANYON THEATRE GUILD

The Canyon Theatre Guild has been serving the citizens of Santa Clarita Valley with quality live theater for over 50 years. In 1999, the City



Canyon Theatre Guild

provided grant funds to the Canyon Theatre Guild to assist in their move to Old Town Newhall. The Canyon Theatre Guild building on Main Street opened to the public in 2000. 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 Arts & Entertainment District.

8 NEWHALL ICE COMPANY

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

2.5 LANDSCAPE AND THE PUBLIC REALM

Old Town Newhall exists at the edge of urbanization. Unlike the more infilled portions of Los Angeles County, Old Town Newhall is set within a bounty of habitat-rich natural and man-made features, including rivers, creeks, open spaces, parks, and trails. Most prominently, the hillsides surrounding Old Town Newhall are covered in native species, such as Chaparral, California Sagebrush, and Southern Oak trees, and can be seen from multiple vantage points,

contributing to the iconic rural western character that is characteristic of Old Town Newhall's identity.

This section describes the various components of Old Town Newhall's landscape and provides an overview of its character and design intent, in addition to a list of recommended improvements. Improvements to the landscape within Old Town Newhall should follow the policies, standards, and guidelines provided in related planning documents, including:

- Santa Clarita Beautification Master Plan
- Santa Clarita Parks, Recreation, and Open Space Master Plan
- Santa Clarita Non-Motorized Transportation Plan

2.5.A. CONNECTIONS TO OPEN SPACE/ NATURAL AREAS AND PARKS

The City's multi-use (pedestrian, bicyclist, and equestrian) corridor system provides access to various rivers, creeks, open spaces, parks, and trails. These connections are essential to the continued success of Old Town Newhall's rural Western charm. New connections, whether by foot, bike, or vista, should continue to promote accessibility between Old Town Newhall and



Walk of Western Stars along Main Street



The ARTree Community Arts Center Mural

adjacent natural amenities. For guidance on proposed connections, such as bikeways and pedestrian trails, refer to Section 2.6.

2.5.B. STORMWATER MANAGEMENT

Old Town Newhall is located within the Santa Clara River watershed, and 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 north along Railroad Avenue for a short distance before it joins the main channel of the Santa Clara River. Along its banks, native habitats support a rich variety of flora and fauna. Currently, all stormwater run-off from Old Town Newhall's impervious surfaces, such as sidewalks, roads, and parking lots is directed to storm drains into the surrounding creeks and downstream into the Santa Clara River. As a result, management of stormwater run-off into existing creeks is an important environmental issue.

Stormwater management in Old Town Newhall will be regulated by the City of Santa Clarita's Low Impact Development (LID) Standards (UDC 17.95).

2.5.C. MAIN STREET

Main Street is at the center of Old Town Newhall and has a unique and easily identifiable sense

of place that derives its identity from its past. To reflect this identity, the character of the public realm (inclusive of the sidewalk, paving, street furniture, landscaping, signage, and art) along Main Street, will follow three basic tenets:

1) CELEBRATE THE PAST

The various architectural elements that comprise Main Street's historic character were established in different time periods, including downtown buildings that date from Newhall's founding in the 1870s, Heritage Park with its mix of 19th century buildings, the influence of Hollywood Westerns evident in William S. Hart's home "La Loma de los Vientos" of the 1920s and a restored Melody Ranch, and the Walk of Western Stars that was initiated in the 1960s. To celebrate this rich history, the design of the public realm (inclusive of sidewalk paving, street furniture, landscaping, signage, and art) should continue to complement Main Street's established rural Western theme and the architectural styles of adjacent buildings.

2) INCORPORATE LOCAL NATURE

Old Town Newhall's proximity and relationship to nearby canyons, creeks, and rivers is complementary to Main Street's rural Western theme. Landscaping in the public realm should



Mural along Main Street



Mural along Main Street

follow a "Riverwash" or "Arroyo" theme with a focus on the use of local materials, such as Vasquez Canyon stone, and native landscaping. For guidance on street trees, see Section 2.5.D.

3) PROMOTE LOCAL ARTS AND ENTERTAINMENT

As the center of the Arts & Entertainment District, Main Street should be host to the works of local artists and entertainment venues from which residents and tourists alike can experience and enjoy. Opportunities to incorporate local arts and entertainment into the public realm include:

- Signage and wayfinding, e.g., signs, kiosks, light pole banners, etc.
- Sculptures and murals
- Temporary/permanent art installations
- Building facades
- Street furniture, e.g., lighting, seating, waste receptacles, etc.
- The use of public spaces such as the street, sidewalks, plazas, etc. for events/gatherings



Main Street Streetscape



Main Street Streetscape

2.5.D. DESIGNATED STREET TREES

This section provides guidance to the selection and planting of street trees that complement the character of Old Town Newhall. Trees should be coordinated with the City Urban Forestry Division and Landscape Maintenance District (LMD). In general, street trees should adhere to the following:

- Existing healthy street trees should be preserved, even if a different tree is noted in this section.
- Where space is available, tree wells should be at least 4' x 6'.
- Where space is not available, permeable paving or tree grates should be utilized.
- Automatic irrigation should be provided.
- Where right-of-way easements are too narrow, consider easements in front yard setbacks.
- Street trees should be a minimum of 30 feet apart along the street frontages.
- Street tree species in commercial areas shall be selected so that tree canopies do not significantly diminish line of site to business frontages and signage.

The designation of street trees for Old Town Newhall is organized by area in Table 2-1.

2.6 TRANSPORTATION

This section describes the major transportation elements that provide accessibility throughout Old Town Newhall, provides guidance on their design, and outlines a list of recommended improvements.

2.6.A. STREET NETWORK

Today, Old Town Newhall stands as a vibrant, walkable destination in large part due to the street improvements made as a result of the 2005 OTNSP. Arguably the most significant improvement was the transformation of San Fernando Road from a truck route and six-lane arterial into a walkable, pedestrian-first Main Street. The principles that guided this transformation are what continue to guide Old Town Newhall's success, which hinge on the notion that streets should be "pedestrian-first" and provide a safe, comfortable, and attractive environment for pedestrians (and cyclists) just as much for automobiles.

Old Town Newhall is characterized by short, compact blocks that are made walkable by the diversion of pass-through traffic along three major arterials: Lyons Avenue, Newhall Avenue,

LEGEND:

(D) DESIGNATED TREE

(E) EXISTING TREE

	ARTS & ENTERTAINMENT DISTRICT										CORRIDORS			EAST NEWHALL										
	Market St.	Main St.	Spruce St.	Walnut St.	Chestnut St.	12th St.	11th St.	9th St.	8th St.	6th St.	5th St.	Newhall Ave.	Railroad Ave.	Lyons Ave.	Race St.	Arch St.	Pine St.	6th St.	5th St.	4th St.	3rd St.	2nd St.	Park St.	
African Fern Pine (<i>Afrocarpus falcatus</i>)	D			D																				
African Sumac (<i>Rhus iancea</i>)													E											
American Elm (<i>Ulmus americana</i>)				E	E	E								E					E	E	E	E		
Arizona Ash (<i>Fraxinus velutina</i>)	E	E		E								E												
Ash (<i>Fraxinus sp.</i>)			E	E		E																		
Atlas Cedar (<i>Cedrus atlantica</i>)																								
Australian Willow (<i>Geijera parviflora</i>)												E												
Black Locust (<i>Robinia pseudoacacia</i>)										E	E			E	E		E	E	E	E	E	E	E	E
California Sycamore (<i>Platanus racemosa</i>)			E																					
Chinese Flame (<i>Koelreuteria bipinnata</i>)		E			E		D/E	D																
Chinese Fringe Tree ('Fruitless' <i>Chionanthus retusus</i>)												D	D											
Chinese Pistache (<i>Pistacia chinensis</i>)				D	D									E										
Crape Myrtles (<i>Lagerstroemia indica</i>)				D/E			E					D/E	D			E								
Desert Willow (<i>Chilopsis linearis</i>)		D										D												
Eastern Redbud (E																								
Eucalyptus species (<i>Eucalyptus sp.</i>)			E																					
Eastern Redbud (<i>Cercis canadensis</i>)		D																						
Evergreen Pear (<i>Pyrus kawakamii</i>)		E					E																	
Goldenrain Tree (<i>Koelreuteria paniculata</i>)	D												E											
Japanese Black Pine (<i>Pinus thunbergii</i>)													E											
Japanese Tree Lilac (<i>Syringia reticulata</i>)		D																						
Locust species (<i>Robinia sp.</i>)				E																				
London Plane (<i>Platanus x acerifolia</i>)			D		E	E	E	E							E	E								
Magnolia species (<i>Magnolia sp.</i>)		D		E	D							D	D											
Modesto Ash (<i>Fraxinus velutina</i> 'Modesto')													E											
Monterey Pine (<i>Pinus radiata</i>)																						E	E	
Ornamental Pear (<i>Pyrus calleryana</i>)		E	E								E	E	E					E						
Queen Palms (<i>Syagrus romanzoffianum</i>)													E											
Raphiolepis (<i>Raphiolepis indica</i> 'Magnificent')	D											D												
Salt Cedar (<i>Tamarix chinensis</i>)														E										
Siberian Elm (<i>Ulmus pumila</i>)				E	E		E	E							E				E	E				
Silver Dollar Gum (<i>Eucalyptus polyanthemos</i>)																E								
Western Cottonwood (<i>Populus fremontii</i>)														E										
White Birch (<i>Betula pendula</i>)								E																

Table 2-1. Designated Street Trees

and Railroad Avenue. As a result, elsewhere in Old Town Newhall, streets are either secondary or minor in nature, narrower in width, and calmer in vehicular traffic with a focus on pedestrian-oriented uses and activities instead.

Any future street improvement should consider the following principles that continue to be characteristic of Old Town Newhall's success:

- *Hierarchy* – Streets should vary in type, width, and character, each calibrated to the Building Types and uses each is meant to serve.
- *Lean* – Streets should be “lean,” or designed to the minimum width necessary for the adequate function and character of each corridor.
- *Interconnected* – Streets should provide for a variety of alternative paths of movement.

1) PROPOSED STREET IMPROVEMENTS

The following outlines proposed improvements to the existing street network for the OTNSP area, as illustrated in Figure 2-3.

A MARKET STREET STREETScape IMPROVEMENTS

From Main Street to the Metrolink Station along Market Street, this project will include new curb extensions, paving materials, pedestrian-scale light fixtures, street furniture and new trees. Pedestrian-safety improvements at the intersection of Market Street and Railroad Avenue will improve walkability and accessibility to and from the Metrolink Station. In addition, parcels along the route should be encouraged to redevelop and provide

new transit commuter-related amenities. 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.

B NEWHALL AVENUE (RAILROAD AVENUE TO RACE STREET)

A minimum 5 feet 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 feet, rather than current 100 feet.

C BIKE PATH ALONG RAILROAD TRACKS

A paved bicycle and pedestrian path (minimum 8 feet wide) will be added on the east side of the railroad right-of-way (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. This project is also proposed as part of the 2020 Non-Motorized Transportation Plan.

D CREEKSIDE BIKE/PEDESTRIAN PATH

A paved bicycle and pedestrian path will follow Newhall Creek, providing a quiet

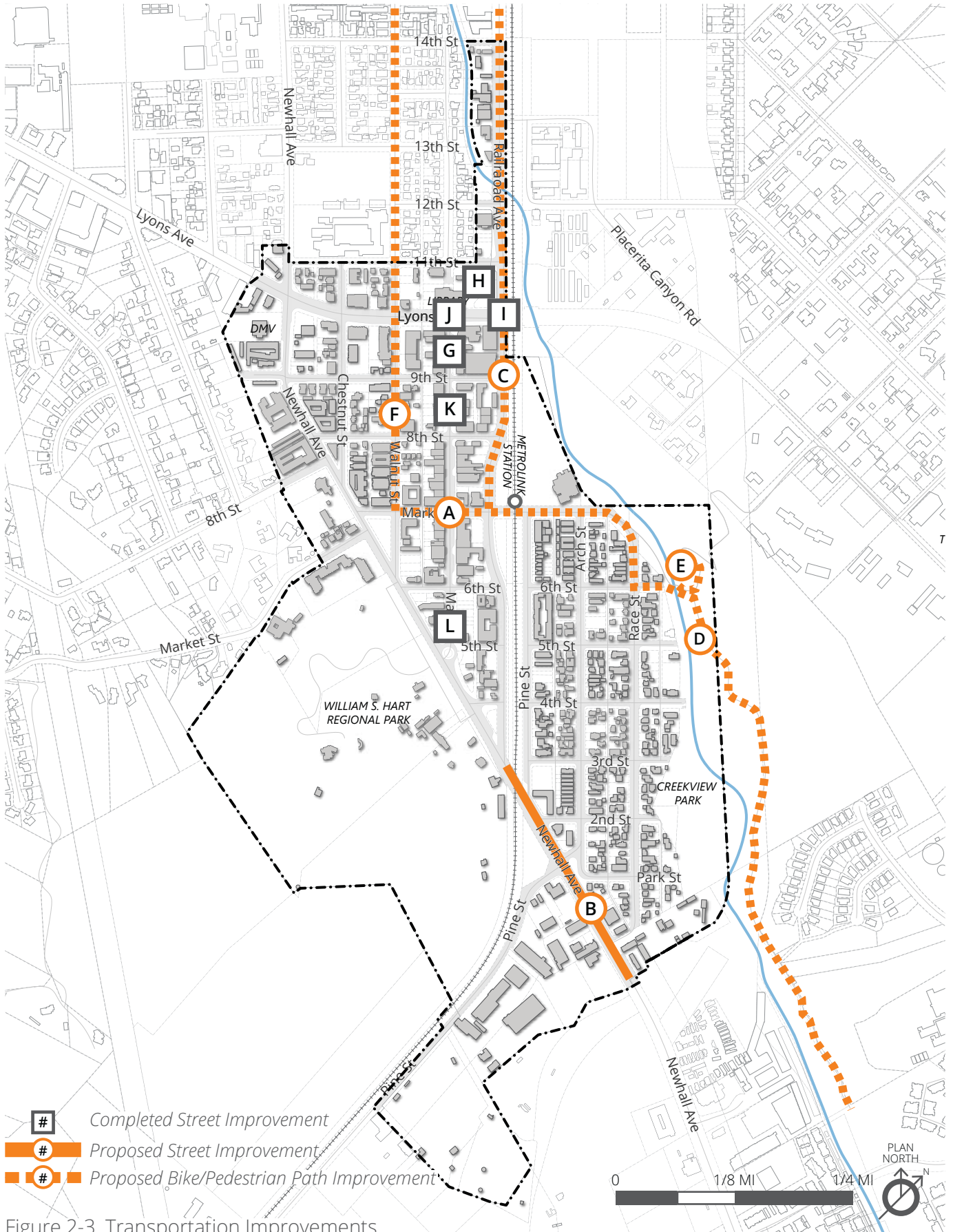


Figure 2-3. Transportation Improvements

route which connects the East Newhall neighborhood to Creekside Park, the train station and the City's wider trails system.

E **BRIDGE ACROSS CREEK FOR EQUESTRIAN/ PEDESTRIAN TRAIL**

A new bridge over Newhall Creek will provide an all-weather connection for the existing equestrian and pedestrian trail from the Master's University to Market Street, providing students with easy access to Old Town Newhall.

F **BICYCLE BOULEVARD ON WALNUT STREET**

A bicycle boulevard along Walnut Street with a signalized crossing at Lyons Avenue will continue south to Market Street where it will turn east until the Metrolink station. This project is also proposed as part of the 2020 Non-Motorized Transportation Plan.

2) COMPLETED STREET IMPROVEMENTS

The following outlines the recommendations from the 2005 OTNSP that have already been implemented.

G **RECONFIGURE NORTH END OF SAN FERNANDO ROAD (MAIN STREET)**

The north ends of San Fernando Road (now Main Street) and Railroad Avenue as

well as the east end of Lyons at Railroad have been reconfigured.

H **REALIGN SAN FERNANDO ROAD (MAIN STREET) DIAGONAL**

Removed diagonal portion of San Fernando Road to create a sizable block of developable land. Doing so, terminated the vista down San Fernando Road (now Main Street) and slowed traffic through the heart of downtown, transforming a highway into Main Street.

I **RECONFIGURE LYONS AVENUE/ RAILROAD AVENUE INTERSECTION**

To replace the traffic capacity previously provided by the diagonal portion of San Fernando Road (now Main Street), this intersection was widened with additional turn lanes and to expedite the traffic from San Fernando Road to Railroad Avenue.

J **RECONFIGURE LYONS AVENUE/ SAN FERNANDO ROAD INTERSECTION**

This intersection was reconfigured as a typical "T" intersection

K **SAN FERNANDO ROAD STREETScape IMPROVEMENTS**

San Fernando Road (now Main Street) was



Roundabout at Main Street and Newhall Avenue



Roundabout at Main Street and Newhall Avenue



Parking Garage at Newhall Crossings

reconfigured with diagonal parking on both sides; curb extensions at all corners to reduce pedestrian crossing distances; new paving materials, pedestrian-scale light fixtures, street furniture and mid-block crosswalks in the two central blocks. A four-way stop replaced the traffic signal at the intersection of San Fernando Road (Main Street) and Market Street.

L RECONFIGURE SAN FERNANDO ROAD/ NEWHALL AVENUE INTERSECTION

This intersection was reconfigured with a roundabout to ease the flow of traffic from San Fernando Road (Main Street) to Newhall Avenue and provide crosswalks to access Hart Park. This improvement has established a southern gateway into Old Town Newhall.

2.6.B. PARKING

Fundamental to the success of Old Town Newhall is the creation of a Park-Once district which

reduces traffic (the number of single automobile trips) and the land required for parking. A Park-Once district is advantageous 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 (such as residential, office, restaurant, retail, and entertainment uses) with differing peak hours, peak days, and peak seasons of parking demand.
- **SHARED PARKING TO SPREAD PEAK LOADS**
Parking supply can be sized to meet average parking loads across shared buildings, instead of worst-case scenario parking loads needed for singular buildings.



On-Street Parking along Main Street at Newhall Crossings

To implement a successful Park-Once district in Old Town Newhall, the following is proposed:

- **ASSESS AND PROVIDE NEW PARKING STRATEGIES**

Periodically evaluating the parking conditions in the OTNSP area is important to assess the current needs and create solutions. For example, the 2015 Old Town Newhall Parking Study was updated to reflect today's conditions. Furthermore, the recent public outreach revealed that customers had a significantly positive response to adding flexibility with parking strategies, such as automated parking, valet parking, and alternatives to loading and delivery zones.

- **PUT CUSTOMERS FIRST**

Always available, convenient, on-street or lower level customer parking is of primary importance for ground level retail to

succeed. Short-term parking spaces create rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. Use enforcement and education to make sure that the best and most convenient parking spaces are set aside for customers.

- **EXPAND THE PARKING IN-LIEU FEE PROGRAM**

Allow more businesses to partake in the Program to reduce the individual burden they would otherwise be required to bear for providing on-site parking and maximize commercial space within the Arts & Entertainment District. An additional Park-Once structure (described below) will provide the rationale for the Program's expansion but is not a prerequisite.

- **BUILD PUBLIC PARKING GARAGES**

While costly, public parking structures is necessary to meet demand once all of the

quicker, lower-cost measures have been exhausted. It was originally envisioned in the 2005 OTNSP as two Park-Once structures providing a total of 800 parking spaces. To date, one of two recommended parking structures has been built by the City and has met parking needs to a large degree. The Old Town Newhall Parking Structure at the northern end of Main Street at Lyons Avenue was constructed adjacent to the Newhall Crossings mixed-use development in 2019. This structure provides 372 spaces shared between residential, theater, and public uses. An additional structure is still recommended for the southern end of Main Street.

For reference, existing parking conditions for the supply of on-and off-street parking in the Arts & Entertainment District are summarized in Table 2-2 below.

2.6.C. TRANSIT

Old Town Newhall is served by both commuter rail (Metrolink), commuter bus, and local bus service. Future street improvements should be implemented to facilitate the safe and convenient use of transit and accessibility to stations and paths of travel by people of all modes, ages, and abilities. Examples include:

- Enhancements to pedestrian facilities, such as sidewalks, curb extensions, curb ramps, crosswalks, signs, signals, lighting, and bus shelters.
- Improvements to the streetscape, including trees and landscaping.
- Extension to routes of travel, including bikeways and pedestrian pathways.

Table 2-2. Existing Parking Supply in the Arts & Entertainment District

LOCATION	EXISTING	PROPOSED	TOTAL
ON-STREET PARKING			
Main Street	80	0	80
Railroad Avenue	164	0	164
Other Streets	27	0	27
TOTAL ON-STREET PARKING	271	0	271
OFF-STREET PARKING			
East Side of Main Street	363		363
West Side of Main Street	360		360
Park-Once Garages	372	400 ¹	772
TOTAL OFF-STREET PARKING	1,095	400	1,495
TOTAL ON- AND OFF-STREET PARKING	1,366	400	1,766

Footnotes:

• ¹ Approximate assumption for new parking as part of the proposed mixed-use development at the vacant lot on the northern end of Main Street at 6th Street.

