



# CHAPTER 3: IMPLEMENTATION

3.1. Introduction

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3.3. Implementation Strategy

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**UPDATED:** MAY 2022

# 3.1 INTRODUCTION

This Chapter outlines the implementation actions, inclusive of capital projects, needed to realize the vision of the OTNSP. It acknowledges the successful implementation of critical projects listed in the 2005 OTNSP and identifies subsequent updates and notes those that remain to be implemented. These projects range from street improvements to new private development. Refer to **Appendix A** for an overview of changes from the original Implementation Chapter from the 2005 OTNSP.

## 3.1.A. ECONOMIC ASSUMPTIONS FROM 2005

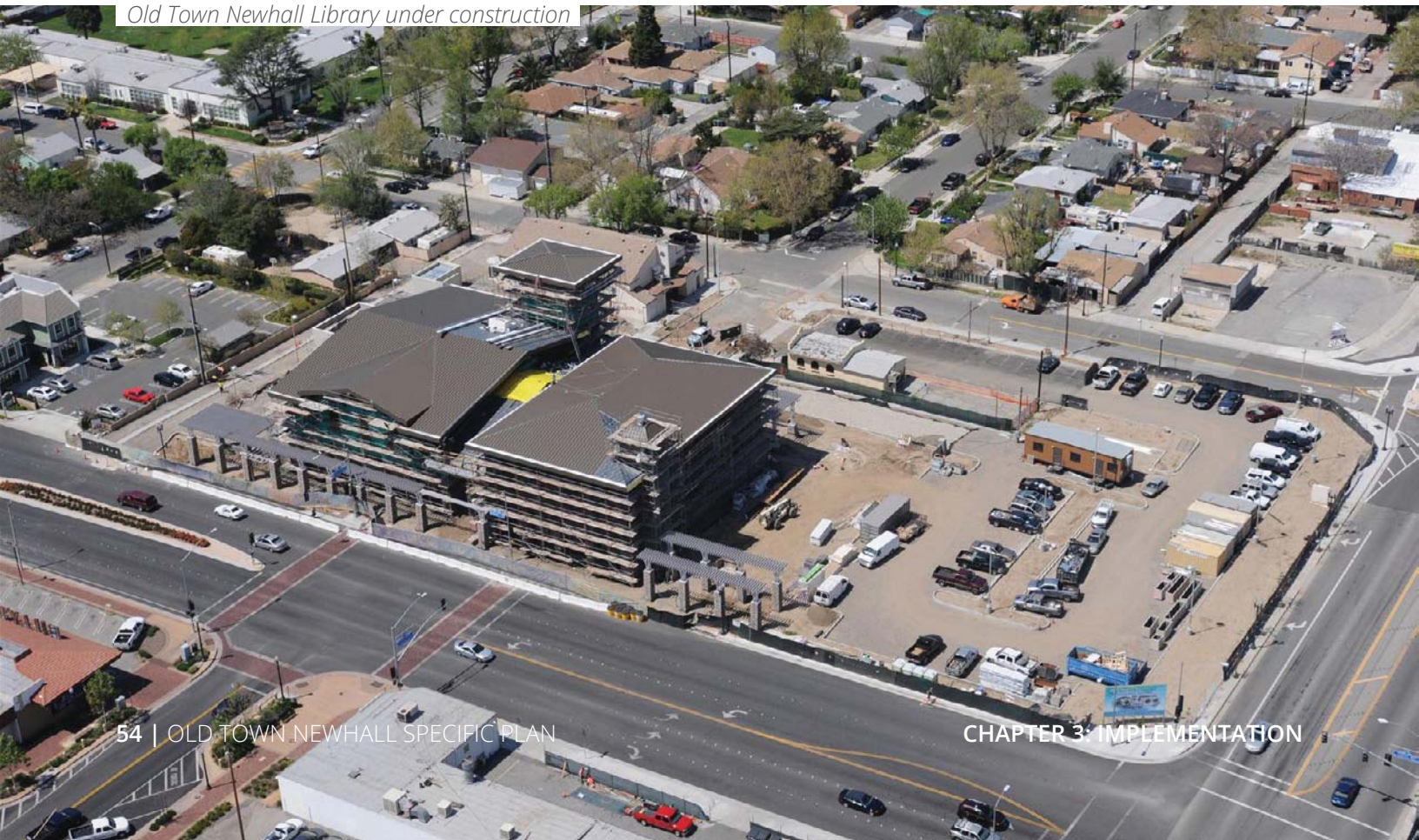
When updating the economic assumption of an area, it is important to reflect on the past. The following is a summary of the economic assumptions from 2005:

The costs for land used in the OTNSP were based on an examination of transactions in the Arts

& Entertainment District in 2005, which show commercial land selling for approximately \$35 per square-foot, and residential and multi-family residential land selling for approximately \$18 per square-foot. These values expectedly increased over time. The point of this analysis was to present a gross estimate of total capital costs required to implement OTNSP development elements.

In 2005, it was assumed that with a net new tax increment of \$10.8 million, the Redevelopment Agency would retain approximately \$1 million per year in net new property assessed valuation receipts. If the City were able to contribute its portion of net new tax increment that is generated by these new projects, that would add an additional \$1 million per year. This net new increment would yield approximately \$1.08 million in total annual receipts that would be able to support public improvements within Old Town Newhall. Depending on market factors

*Old Town Newhall Library under construction*





*Newhall Crossings under construction*

ranging from interest rates to credit rating, this amount may be able to support between \$8.7 to \$10.8 million in public capital improvements in the OTNSP area. There was a strategy to potentially redirect growth in tax increment from areas beyond the OTNSP area towards making improvements in Old Town Newhall. The strategy included having the Redevelopment Agency reevaluating the redevelopment financing plan for each individual project, as well as the overall concept and strategy described in the OTNSP.

Beyond the Redevelopment Agency, one strategy was to have the City pledge a portion of its 8% General Fund Portion of new tax increment within the OTNSP area. In addition, there was a concept to apply different techniques such as establishing a business improvement (B.I.D.) or transportation improvement (T.I.D.) districts to fund streetscape maintenance. Lastly, in order to implement the civic initiatives, the City and its

partners would need to reach out to foundations, non-profits, and community development corporations for fundraising, philanthropy, and non-profit development.

### **3.1.B. UPDATED ECONOMIC ASSUMPTIONS**

A critical component of the 2005 OTNSP was an implementation strategy based on tax increment financing available through redevelopment agencies. However, the State of California did away with redevelopment funds and agencies in 2011 and it is no longer available as a municipal implementation tool. The burden of remaining infrastructure improvements now falls on a combination of private, public, and grant-funded mechanisms.

Given that the 2005 OTNSP was based on a financing strategy that no longer exists and on economic assumptions that no longer reflect current market conditions, the successful

implementation of the projects listed in this Chapter will require additional and more detailed financial analysis undertaken on a project-by-project basis. Furthermore, adjustments to this strategy are inevitable and subject to the needs and priorities of the community over time. To this end, this Chapter should be reevaluated periodically.

## 3.2 PLAN-WIDE POLICIES

### 3.2.A. DEVELOPMENT CODE

The OTNSP is implemented by a streamlined development code that takes the design specificity of a “Form-Based Development Code” and combines it with the familiarity of traditional zoning code, accessible to laypersons and audiences outside the realm of architecture and design. Form-based codes intentionally produce a particular physical environment for each of the ‘places’ in the plan. The four types of zoning designations reflect a clear distinction between

each of the anticipated environments and their constituent physical ingredients.

### 3.2.B. PRESERVATION

The benefits of preserving Old Town Newhall’s historic and cultural resources are fiscally immeasurable. However, the intangible benefits of such an effort will positively affect perception about Old Town Newhall by instructing the community and others that this is a place which is building upon its heritage. The Santa Clarita Valley Historical Society is very active and should continue its vigilant efforts toward preservation and stewardship of important cultural resources. The OTNSP’s goals, policies, standards, and guidelines provide the necessary support with which to carry out responsible and effective preservation and adaptive reuse of cultural resources. This is further supported by the information and conclusions contained in the Historic Resources survey conducted in 2004/2005.

*Roundabout at 5th Street and Main Street*



### 3.2.C. AFFORDABLE HOUSING

Care must be taken to assess the impact of new housing development in the OTNSP area. City policies, State mandates, and housing incentives aim to ensure the development of the necessary low- and moderate-income dwellings. To address this component of the OTNSP, the implementation section of this chapter will be consistent with State and citywide housing policies to produce affordable housing, including a range of opportunities for all income levels, incentives, and requirements to preserve and increase the affordable rental stock. The development of new housing (market rate or low/moderate) on a site previously occupied by housing may result in the displacement of low/moderate income residents. If displacement occurs, relocation assistance must be provided in the manner required by federal law, outlined in the Uniform Relocation Act.

### 3.2.D. CIRCULATION, TRANSPORTATION, AND PARKING

It is important to understand that automobiles have a role that must be balanced with the role of people in and through Old Town Newhall for long-term success. While the OTNSP appropriately provides for the automobile's access, storage, and circulation, it does so while maintaining a desirable environment for people. This is addressed in this chapter by providing the projects aimed at producing the desired environment, reducing parking-demand, managing parking, and providing for adequate circulation and access. The proposed projects are prioritized so that the City can implement them over time according to the availability of funding and the needs at the particular time.

## 3.3 IMPLEMENTATION STRATEGY

This section describes the individual projects identified in the 2005 OTNSP intended to revitalize Old Town Newhall. It differentiates between projects that have already been successfully implemented and those that remain to be implemented.



### 3.3.A. COMPLETED PROJECTS FROM THE 2005 OTNSP

Table 3-1 and Figure 3-1 identify projects from the 2005 OTNSP that have been implemented to date.

#	PROJECT	DESCRIPTION
1	Reconfiguration of Main Street (formerly San Fernando Road)	Completed in 2009, the reconfiguration of San Fernando Road, between Lyons Avenue and 5th Street, into Main Street was a critical recommendation of the 2005 OTNSP. It converted four lanes into two lanes with angled parking on both sides, and installed curb extensions at all corners, as well as new paving, pedestrian-scale light fixtures, street furniture, street trees, and mid-block crosswalks between 8th and 6th Streets. It also replaced the traffic signal at the intersection of Main Street and Market Street with a four-way stop.
2	Old Town Newhall Library (and removal of the diagonal segment of San Fernando Road)	Also completed in 2012, the Old Town Newhall Library was built at the northern terminus of the reconfigured Main Street. The construction of the library was made possible by the removal of the former diagonal segment of San Fernando Road that occupied the area where the library sits now. As a result, a sizable amount of land became available for redevelopment and allowed Main Street to terminate at Lyons Avenue. The view at this northern terminus has now become Old Town Newhall's postcard image while allowing the library to serve as the community amenity.
3	Newhall Crossings and Old Town Newhall Parking Structure	Newhall Crossings, located at the Lyons Avenue and Main Street, was the result of a key early implementation action. Although ultimately developed on a parcel different than what was originally identified in the 2005 OTNSP, it fulfilled the Plan's expectation to provide new residential, retail, and the Old Town Newhall Parking Structure (a Park-Once garage) at the northern end of Main Street.
4	Restriping of Railroad Avenue	Railroad Avenue was restriped between Newhall Avenue and Lyons Avenue to provide capacity for a four-lane roadway. A center median has been accommodated where possible. The planting of a tree-lined center median, in addition to the expansion of the sidewalk width on the western side, have yet to be implemented.
5	Reconfiguration of Lyons Avenue / Railroad Avenue Intersection	The Lyons Avenue and Railroad Avenue intersection was reconfigured to remove the former diagonal portion of San Fernando Road. The intersection was widened to provide additional turn lanes.
6	Reconfiguration of Lyons Avenue / Main Street Intersection	Main Street was terminated at Lyons Avenue and the intersection was reconfigured into a typical "T" intersection.
7	Reconfiguration of Main Street / Newhall Avenue Intersection	The Main Street and Newhall Avenue intersection was reconfigured into a roundabout. The improvement now serves as gateway into Old Town Newhall with improved pedestrian linkages to Hart Park.
8	Newhall Avenue Streetscape	From Railroad Avenue to Race Street (and further beyond the OTNSP boundary), Newhall Avenue was improved with landscaped center medians, left-turn pockets, and restriping.

Table 3-1. Completed Projects from the 2005 OTNSP

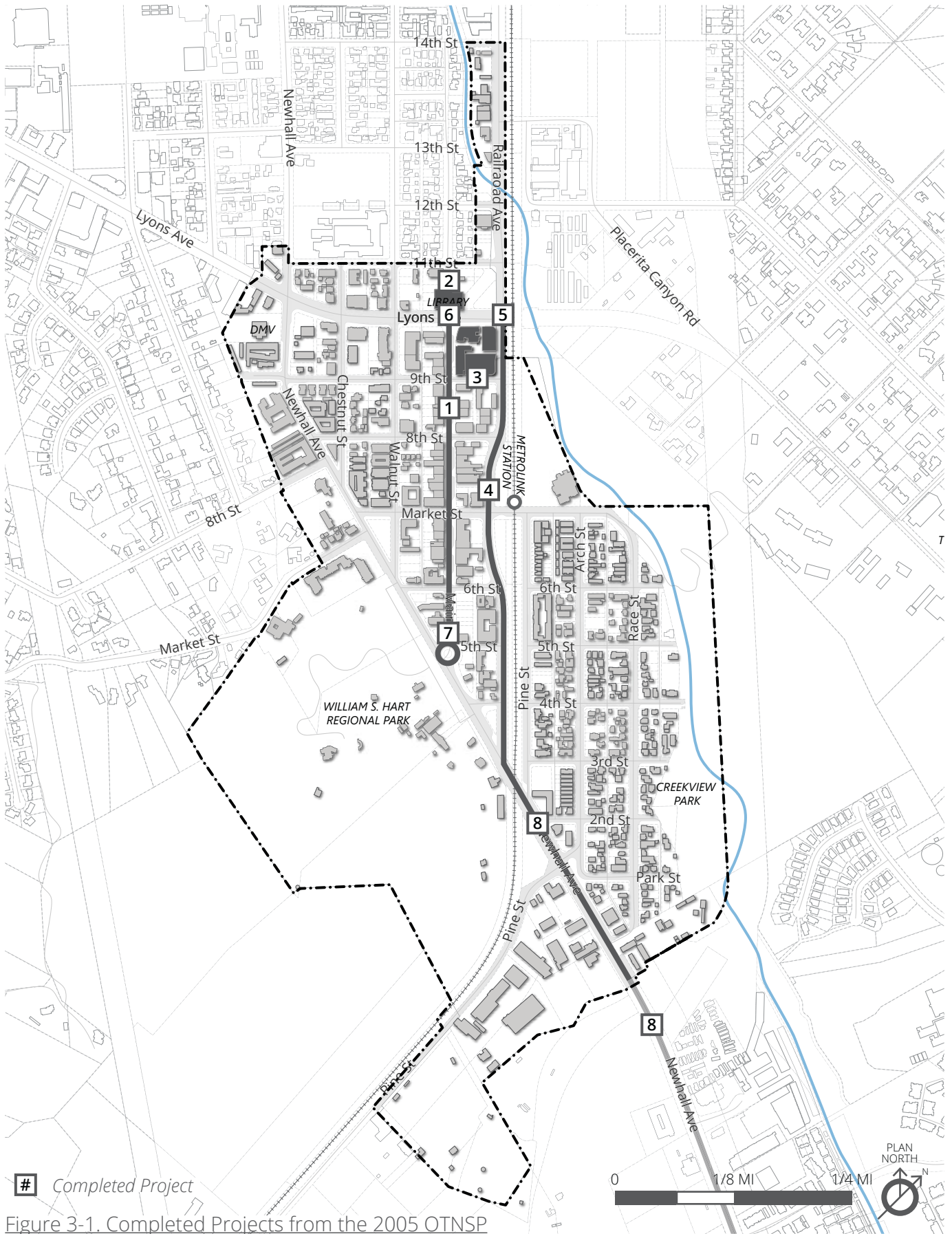


Figure 3-1. Completed Projects from the 2005 OTNSP

### 3.3.B. FUTURE PRIORITY PROJECTS

Table 3-2 and Figure 3-2 list projects that were identified in the 2005 OTNSP but have yet to be implemented. These projects remain critical to the ongoing revitalization of Old Town Newhall.

#	PROJECT	DESCRIPTION
①	Park-Once Garage and Mixed-Use Development at the southern end of Main Street	To complement the vibrancy and activity recently developed at the north end of Main Street, develop a new destination potentially at the vacant parking lot between 6th and 5th Streets. This could provide many exciting new uses, ranging from housing, retail, office, or institutional uses. In addition, it should provide a second park-once garage and expand the public parking supply of Old Town Newhall.
②	Market Street Streetscape Improvements	From Race Street to Newhall Avenue, improve Market Street's streetscape with new curb extensions, paving, pedestrian-scale light fixtures, street furniture, and street trees to unify the route from the Santa Clarita Community Center in East Newhall to the Veterans Historic Plaza on the west. In addition, make improvements to the Market Street and Railroad Avenue intersection to improve walkability and accessibility to/from the Metrolink Station and Main Street, such as curb extensions to shorten crossing distances; new signs, signals, and pavement markings to improve visibility; and landscaping, etc.
③	Newhall Avenue Streetscape Improvements	Between Railroad Avenue and Race Street, replace the existing patchwork of discontinuous and narrow sidewalks along Newhall Avenue with a minimum 5 feet width sidewalk buffered from traffic by a landscape strip planted with shade trees.
④	Bike Path along Railroad Tracks	Between Pine Street and 13th Street, install a paved bicycle and pedestrian path (minimum 8 feet wide) to 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.
⑤	Creekside Bike and Pedestrian Path	Install a paved bicycle and pedestrian path along Newhall Creek, connecting the East Newhall neighborhood to Creekside Park, the Metrolink station and the City's wider trails system. This project is also proposed as part of the 2020 Non-Motorized Transportation Plan.
⑥	Bridge across Creek for Equestrian/ Pedestrian Trail	Install a bridge over Newhall Creek to provide an all-weather connection for the existing equestrian and pedestrian trail from The Masters' University to Market Street.
⑦	Bicycle Boulevard along Walnut Street	Install a bicycle boulevard along Walnut Street with a signalized crossing at Lyons Avenue. The route will start at Yvette Lane in the north and continue southward along Walnut Street to Market Street where it will turn east towards the Metrolink Station. Improvements include wayfinding signs, pavement markings (such as sharrows and bike boxes), and other traffic calming strategies. This project is also proposed as part of the 2020 Non-Motorized Transportation Plan.

Table 3-2. Future Priority Projects

*Table continued on the following page*



#	PROJECT	DESCRIPTION
8	Expansion of Parking In-Lieu Program	Currently, the Parking In-Lieu Fee Program allows businesses along Main Street to pay a fee instead of providing required parking on-site. Expand the Program to properties with frontage along Walnut Street, adjacent to Main Street, in Old Town Newhall to allow additional businesses to reduce their on-site parking burdens and contribute to the development for future off-site parking facilities. See Figure 3-3.

Main Street looking south



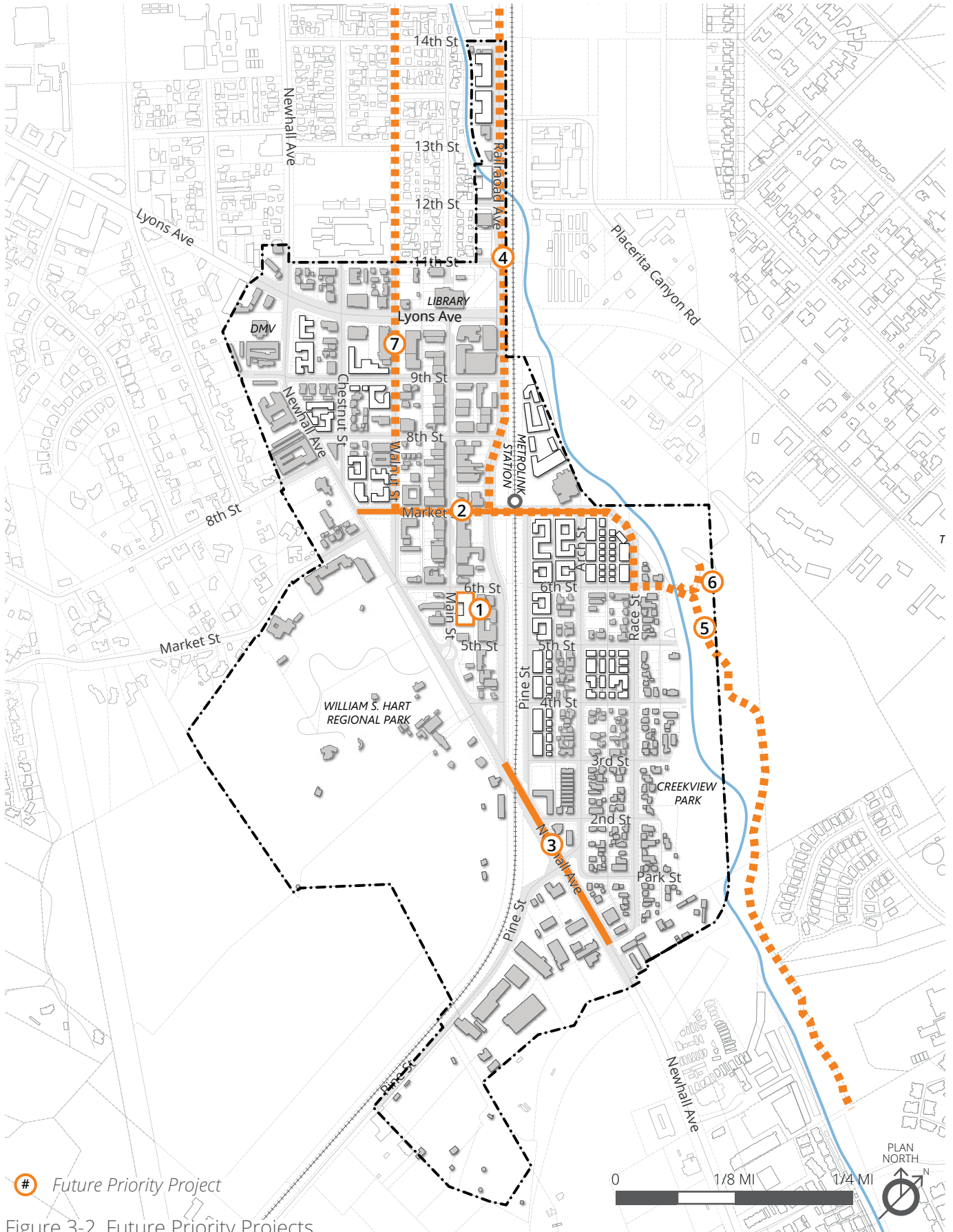


Figure 3-2. Future Priority Projects

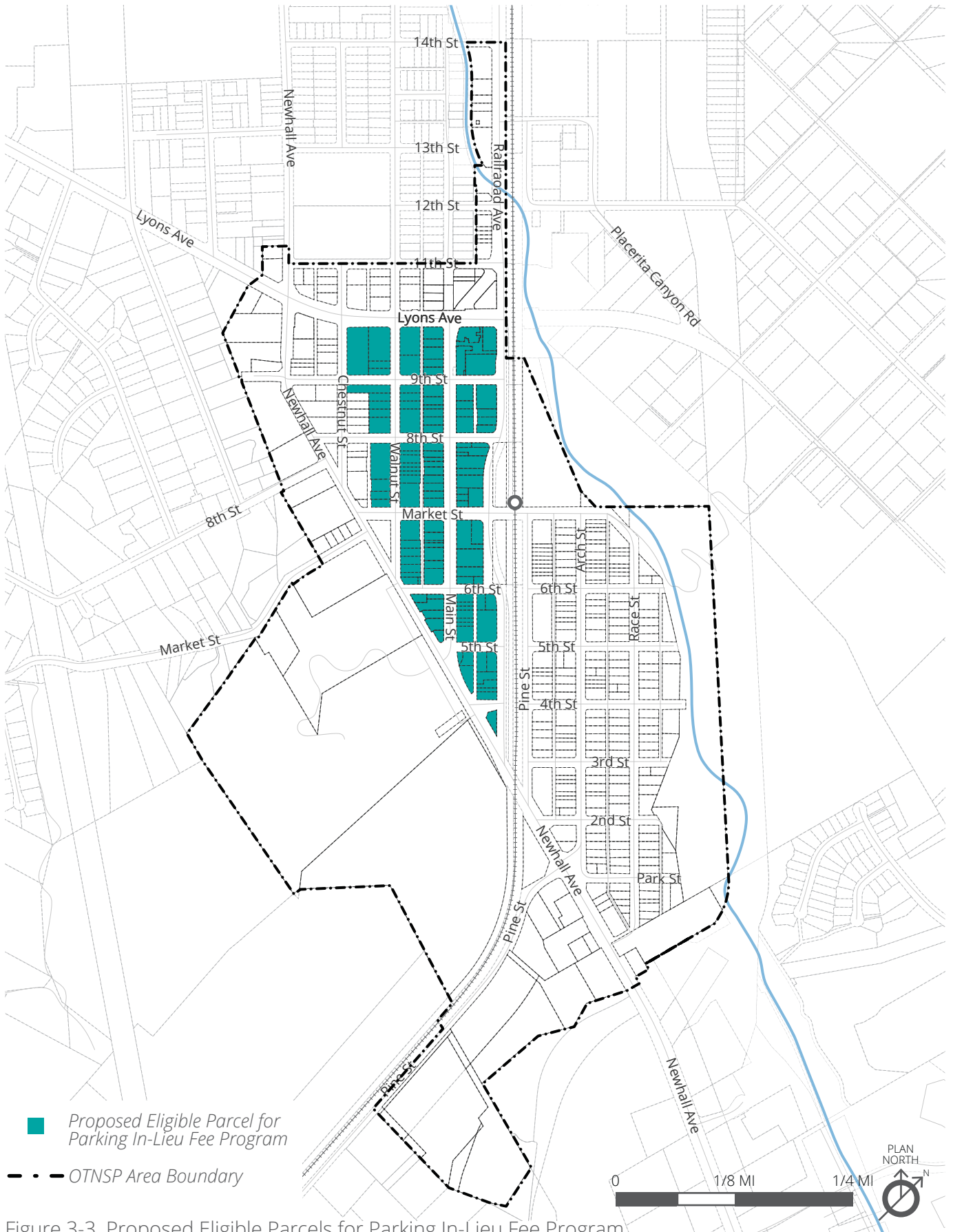


Figure 3-3. Proposed Eligible Parcels for Parking In-Lieu Fee Program

