



SOLEDAD CANYON ROAD CORRIDOR PLAN

REVISED DECEMBER 8, 2020

PHOTOS ON FRONT COVER:

WHITES CANYON BRIDGE AT SOLEDAD CANYON ROAD, 1988

SOLEMINT STORE AT SOLEDAD CANYON ROAD AND SIERRA HIGHWAY, 1946

SOLEDAD CANYON ROAD AND SIERRA HIGHWAY, 1962

ACKNOWLEDGMENTS



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CHAPTER 1

INTRODUCTION

PURPOSE OF THE SOLEDAD CORRIDOR PLAN

This subpart of Title 17 of the City of Santa Clarita Municipal Code shall be known, and may be cited, as the “Soledad Canyon Road Corridor Development Code” or may be cited simply as the “Soledad Canyon Road Corridor Plan”. References to “Code” or “Development Code” within the text of this Code are references to this Soledad Canyon Road Corridor Plan unless the context clearly indicates otherwise, e.g., references to the “Municipal Code” mean the City of Santa Clarita Municipal Code; references to the “Government Code” are to the California State Government Code, and so on. The Land Use Section of the General Plan describes how the physical setting and history of the Santa Clarita Valley have combined to create several distinctive communities, each with its own special character, development patterns, and lifestyles. The theme of the general plan is creating a “Valley of Villages,” in recognition of the various communities and neighborhoods within the Santa Clarita Valley that wish to maintain their own distinctive character, while at the same time recognizing their place in the “big picture” plan for development within the entire General Plan area. Included among these “Villages” is the Soledad Canyon Road Corridor located within the Canyon Country community. This Soledad Canyon Road Corridor Plan carries out the policies of the General Plan by classifying and regulating the types and intensities of development and land uses within the Soledad Canyon Road Corridor planning area, ensuring that they are consistent with, and in furtherance of, the policies and objectives of the General Plan. The Soledad Canyon Road Corridor Plan is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the Soledad Canyon Road Corridor. More specifically, the purpose of the Soledad Canyon Road Corridor Plan is to:

- A. Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;
- B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
- C. Provide standards for the orderly growth and development of the Soledad Canyon Road Corridor that will assist in protecting and enhancing the community identity;
- D. Ensure that proposed development and new land uses conserve energy and natural resources;
- E. Facilitate the development and redevelopment of walkable, complete neighborhoods; and
- F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

GENERAL PLAN

The physical setting and history of the Santa Clarita Valley have combined to create distinctive communities, each with its own special character, development patterns, and lifestyles. The Soledad Canyon Corridor is one of these distinctive communities.

INTRODUCTION TO THE SOLEDAD CANYON CORRIDOR

The Soledad Canyon Corridor planning area (Exhibit 1) is located within the City of Santa Clarita in the community of Canyon Country on Soledad Canyon Road between the Santa Clara River and east of Solamint Road. The planning area encompasses 181 acres, with 1,453,000 square feet of commercial building area. There are 115 parcels and 70 property owners within the planning area.

PLAN AREA

The planning area includes 181 acres consisting of 1,453,000 square feet of building space along Soledad Canyon Road between Camp Plenty Road and Solamint Road.

HISTORY

Soledad Canyon Road is a main arterial through Canyon Country within the City of Santa Clarita. Historically, the road was a vital transit link between Los Angeles and the Central Valley. From the Gold Rush era up until the Ridge Route was completed over the Tehachapi Mountains, Soledad Canyon Road was an important road between Northern and Southern California. In 1856, surveyors from the Southern Pacific Railroad explored the Santa Clarita Valley in an effort to find a rail connection between Los Angeles and San Francisco. They discovered Soledad Canyon and found the grades were suitable for the rail line. The rail line was completed in 1876, with the lines linking up at Lang Station, just east of the present day Santa Clarita City limits. With a rail link in place, for the first time in history, people could easily travel between San Francisco and Los Angeles. The rail line also provided the means to move goods and materials into Southern California.

A Mexican-American War veteran, Colonel Mitchell, came to find his fortune and settled on a 160 acre ranch with his wife. There they opened Santa Clarita's first school: Sulphur Springs Elementary School. Established in 1872, Sulphur Springs Elementary is the oldest school in Santa Clarita and became the first school in the Sulphur Springs School District when it was organized in 1878. To accommodate the needs of local residents and passing travelers, the Solemint General Store opened in 1938 at the corner of Soledad Canyon and Sierra Highway. This landmark intersection became known as Solemint Junction, taking its name from the convergence of Soledad and Mint Canyons.



Exhibit 1: Soledad Canyon Road Corridor Planning Area

In 1946, near the corner of present day Soledad Canyon Road and Whites Canyon Road, an airport opened. The airport was used as an intermediate strip for planes that were diverted from their planned destination. After World War II, a rapid growth of the area occurred, much like most of the United States. In 1961, following the owner's death, J.H. Snyder acquired the airport and built the North Oaks development. When the North Oaks housing tract was built, the area established an identity of its own breaking away from the Saugus community. In 1968, the name Canyon Country became official, attributed to the US Postal Service.



American Beauty Residential Development, South of Soledad Canyon Road and Whites Canyon Road in 1986 (Looking Northwest)

As the Valley continued to grow through the 60s and 70s, California State Route 14 (SR-14 or the Antelope Valley Freeway) was built to provide a vehicular connection between Los Angeles, the Antelope Valley, mountain areas, desert communities, and points north and east.

Today, Canyon Country is the largest and most populous community within Santa Clarita. The area has changed significantly since Colonel Mitchell first arrived, but Soledad Canyon Road has remained an important transportation link in the east Santa Clarita Valley. Soledad Canyon Road is the primary commercial corridor for Canyon Country and it plays a critical role in supporting a vibrant economy while providing an alternate transportation option for residents. Soledad Canyon Road is the back bone of Canyon Country's commercial district and is the main connector between Canyon Country and other communities in Santa Clarita.

The Soledad Canyon Road Corridor Plan contains 15 major shopping centers with three supermarkets, two gas stations, a movie theater, carwash, and numerous other retail and service establishments. Soledad Canyon Road is still a place that caters to small businesses that are locally owned and that provide services to the local community. Unlike other areas in Santa Clarita, there was no single developer or property management association to guide the development along Soledad Canyon Road. This has resulted a robust diversity of buildings and development that, while reflecting the needs and desires of individual property owners, has not created a cohesive character for the corridor.



Airport at Soledad Canyon Road and Whites Canyon Road in 1946



Solemint Store at Soledad Canyon Road and Sierra Highway in 1950

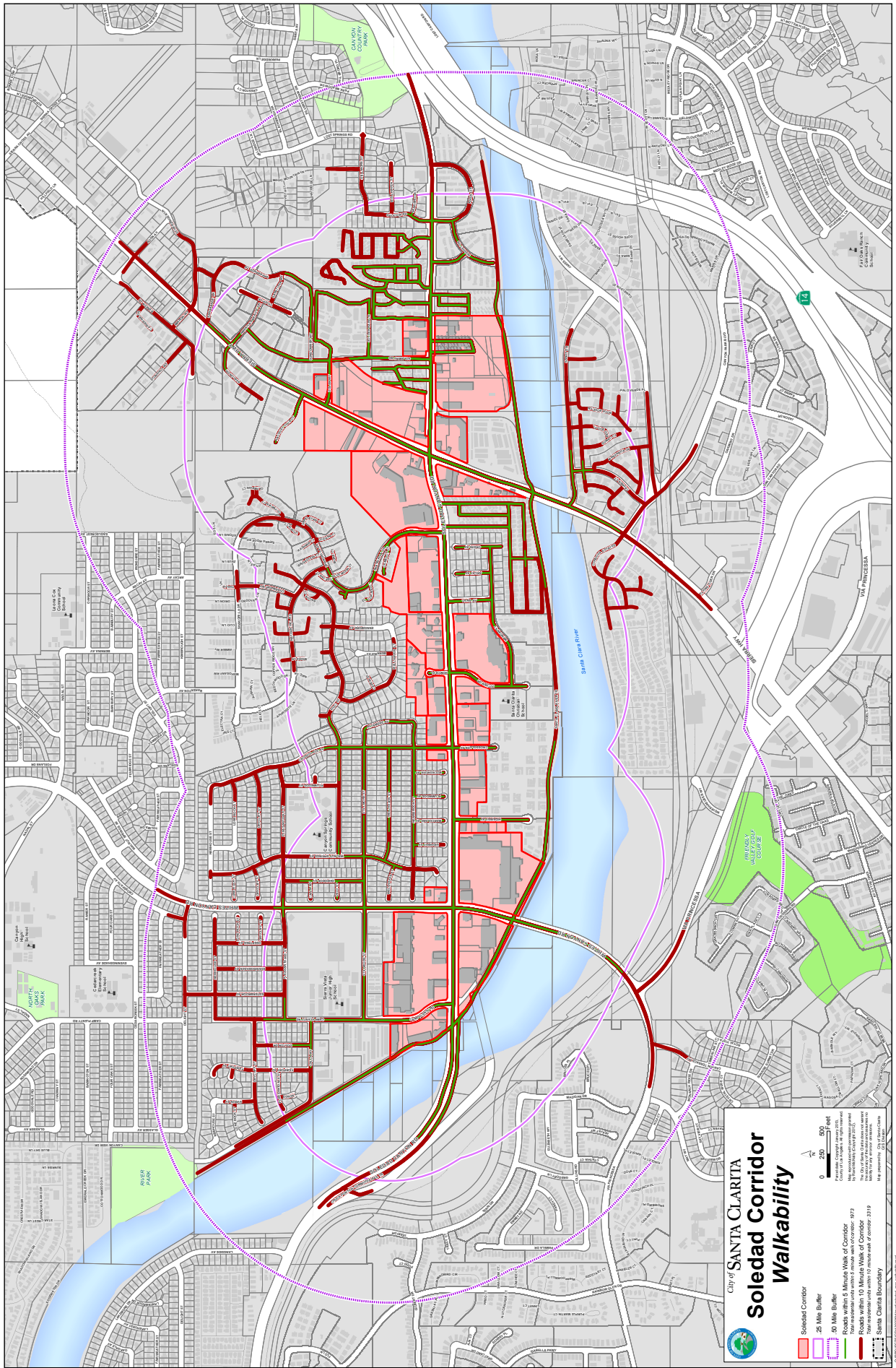
PROPERTIES SURROUNDING THE SOLEDAD CANYON ROAD CORRIDOR

The Soledad Canyon Road Corridor consists of commercial development, single family residential, and multi-family residential units. There are nearly 2,000 residential units within a five minute walk of the Soledad Canyon Road Corridor and more than 3,300 residential units within a ten minute walk (Exhibit 2). Since there are thousands of homes located in close proximity to Soledad Canyon Road, the potential for a walkable community that meets the needs of residents is highly desirable. The Soledad Canyon Road Corridor Plan will encourage a more pedestrian friendly environment where residents and visitors can feel comfortable walking or biking to shops, restaurants, and other services within the corridor.

Even for residents who do not live within walking distance, the Soledad Canyon Road Corridor Plan will allow for better urban design. Whether residents drive, bike or walk, the Soledad Canyon Road Corridor Plan will encourage higher quality development in Santa Clarita's largest community, everyone will benefit from enhanced pedestrian access, more thoughtful site layout, and improved aesthetics.

WALKABLE COMMUNITY

Nearly 2,000 residential units are within a five minute walk, and over 3,300 residential units are within a ten minute walk of the Soledad Canyon Road Corridor.



SANTA CLARITA GENERAL PLAN

The Soledad Canyon Road Corridor Plan directly responds to and implements a variety of significant policies of the Santa Clarita General Plan. Specific goals and policies of the General Plan have been highlighted in the form of notes throughout this plan for reference. More specifically, the General Plan Land Use Map (Exhibit 3) classifies parcels within the corridor planning area as Community Commercial (CC) and Mixed Use Corridor (MX-C). Typical development and uses within the CC and MX-C designated parcels include the following:

The Community Commercial (CC) designation is intended for businesses providing retail and service uses which primarily serve the local market. Representative uses include restaurants, clothing stores, hardware and auto parts stores, grocery markets, pharmacies, banks and financial services, specialty retail, theaters and nightclubs, day care centers, and medical services. These areas are typically located along arterial streets or at the intersections of high traffic corridors.

The Mixed Use Corridor (MX-C) designation is intended along specified commercial corridors in which revitalization of underutilized parcels or aging buildings is desired, as shown on the Land Use Map, subject to the applicable requirements of the zoning ordinance. Mixed-uses along corridors may be either vertical or horizontal, provided that residential units in these areas should be protected from adverse impacts of high-volume arterial streets, and will typically be located an appropriate distance from the roadway.

Portions of the Soledad Canyon Road Corridor Plan are located within the General Plan Mixed Use Overlay. This designated overlay identifies commercial areas that may be suitable for mixed residential and commercial development. The purpose of the Mixed Use Overlay Zone is to provide a development alternative to the underlying commercial land use designation.

WHAT IS A GENERAL PLAN?

The General Plan is a comprehensive long-term plan for the physical development of the City. In this sense, it is a “blueprint” for the future of the City of Santa Clarita.

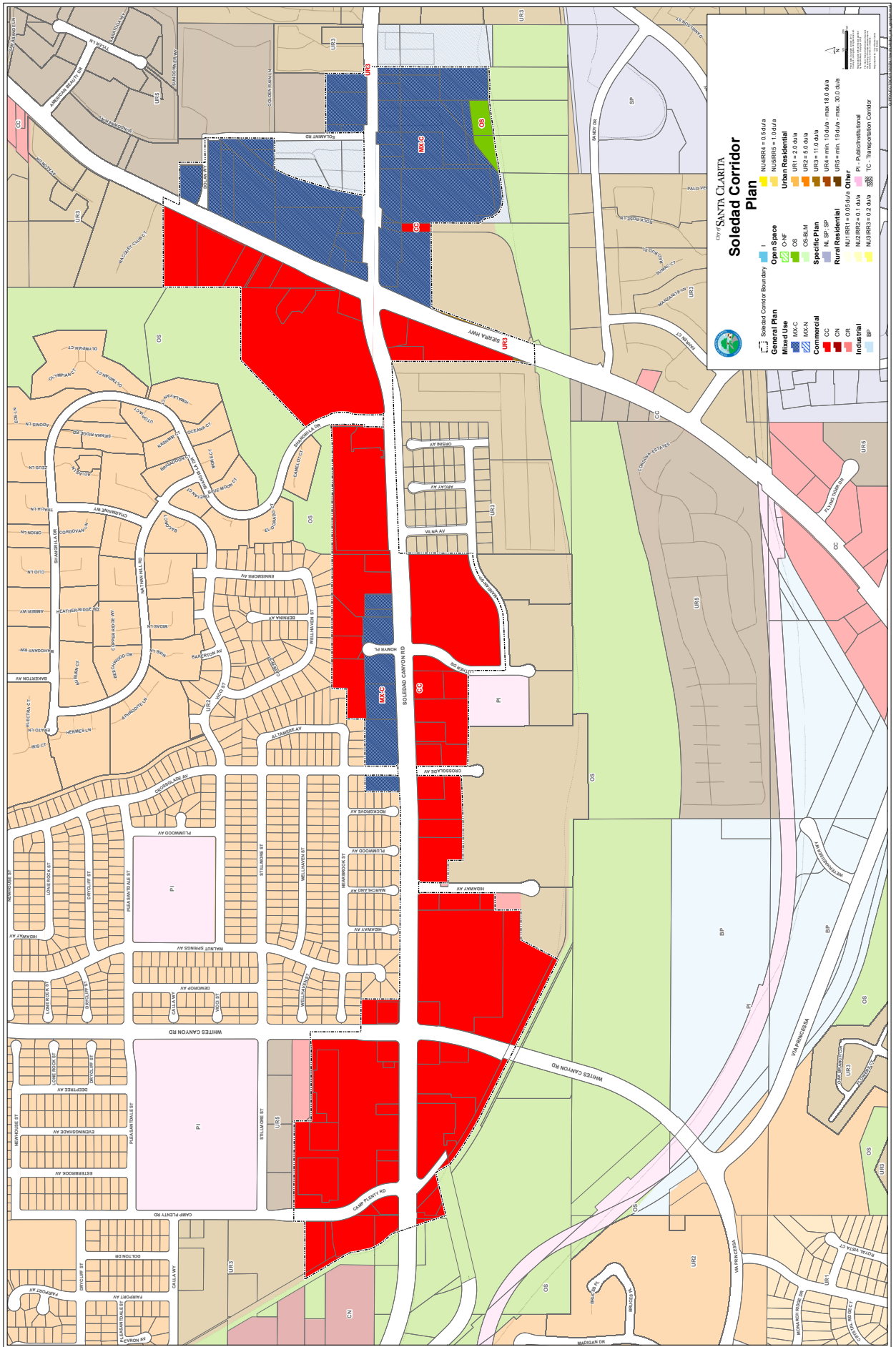


EXHIBIT 3: GENERAL PLAN MAP OF THE SOLEDAD CANYON ROAD CORRIDOR

PLAN PREPARATION PROCESS AND OUTREACH

The Soledad Canyon Road Corridor Plan was created to foster future development and assist in enhancing current development. There was an in-depth public process and data collection phase to evaluate the plan area. The evolution of this plan is the result of site visits, reviewing documents including the goals and policies of the General Plan, interviews, meetings, community workshops, and an interactive blogging website. City staff began the Soledad Canyon Road Corridor planning process by collecting information about the current built environment and overall conditions of the Plan area.

SOLEDAD CANYON ROAD EVALUATION

The Soledad Canyon Road Corridor was divided into 23 sections that were evaluated on a parcel-by-parcel basis.

The Soledad Canyon Road Corridor was divided into 23 study sections that were evaluated on a parcel-by-parcel basis (Exhibit 4). The intent of the exercise was to create manageable images and areas that could be studied and analyzed both during the staff evaluation and public outreach process. City staff photographed each structure in its current form, documented building heights, noted the landscape conditions within public domain, and other unique site characteristics.

As a part of the Soledad Canyon Road Corridor planning effort, staff sent notices to all 70 property owners and over 400 business managers/owners within the plan area. The purpose of these notices was to inform property and business owners about the kickoff of the Soledad Canyon Road Corridor planning effort, acquaint them with the corridor website and to give them the opportunity to share their thoughts with staff regarding future zoning regulations. By reaching out to businesses and property owners, city staff gained insight as to what the owners want for the future of their businesses and the corridor. The plan was then written to be business friendly and to encourage economic development, while maintaining the high standards that Santa Clarita residents expect.

23 STUDY AREAS

Photos obtained of current development within the planning area.

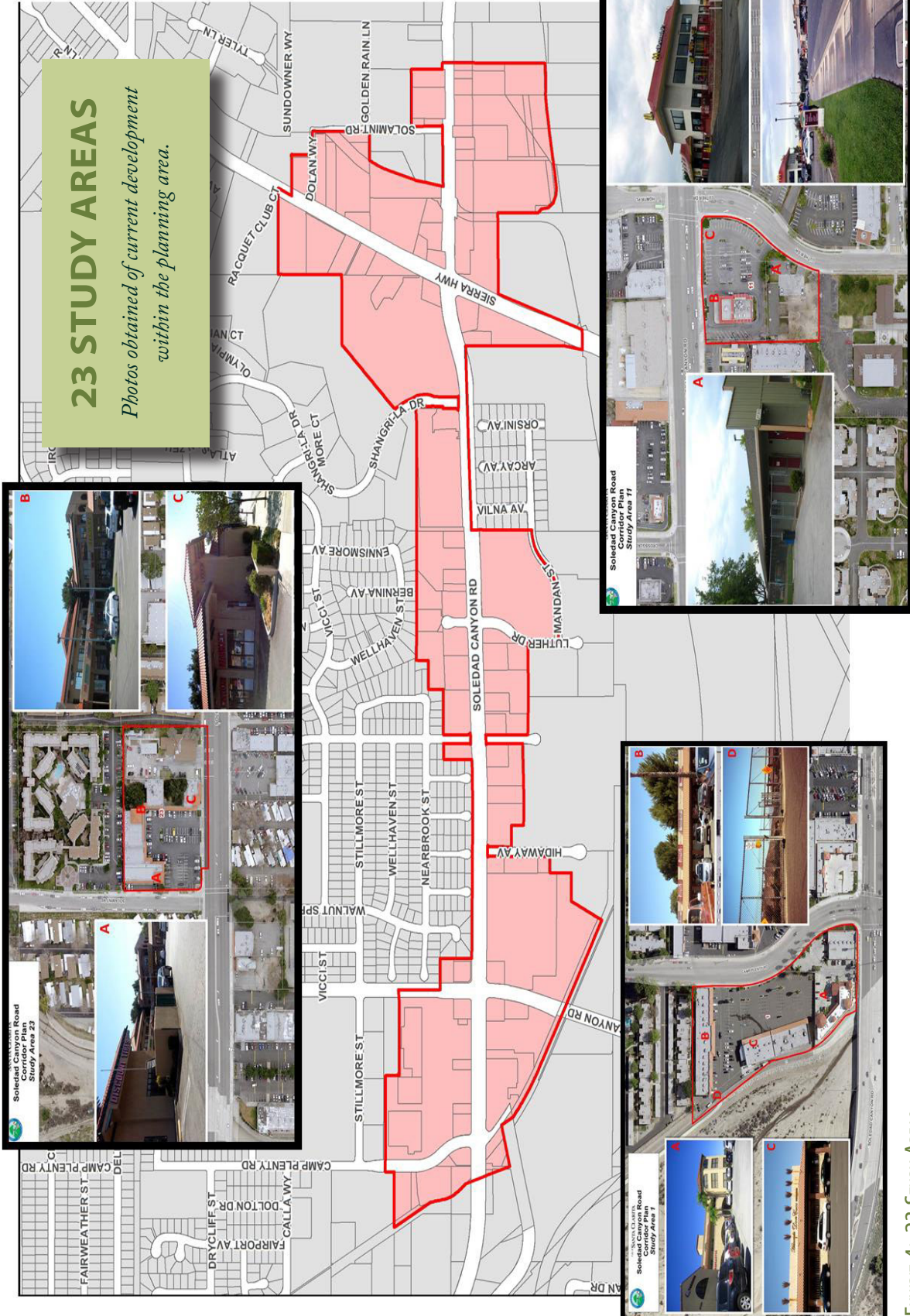


EXHIBIT 4: 23 STUDY AREAS

COMMUNITY OUTREACH WEBSITE WITH INTERACTIVE BLOG

The website (SantaClaritaCorridorPlan.com) was created and launched for the new corridor planning effort for the Lyons Avenue Corridor Plan planning process. The website is now used as a resource for the Soledad Canyon Road Corridor Plan. The intent of this website was to keep interested parties informed about upcoming meetings and draft documents as they became available. The website also acted as a platform to gather comments and feedback through an interactive blog and survey feature. During the corridor planning process, the website proved to be a valuable source for community members interested in obtaining information about upcoming events as well as giving them the opportunity to provide feedback. This proved to be vital for those unable to attend the outreach meetings. The website also proved to be a great way for City staff to answer questions from members of the community about the planning and outreach process. The graph below (Exhibit 5) is an example of the survey sent out to the community online through Facebook and Twitter. This was one of the many forms of communication to get the word out to the community.

The chart below (Exhibit 5) shows the results of a survey question that was posted on the corridor planning website. This survey question asked participants to provide their opinion of what architectural style they would like to see along the Soledad Canyon Road corridor.

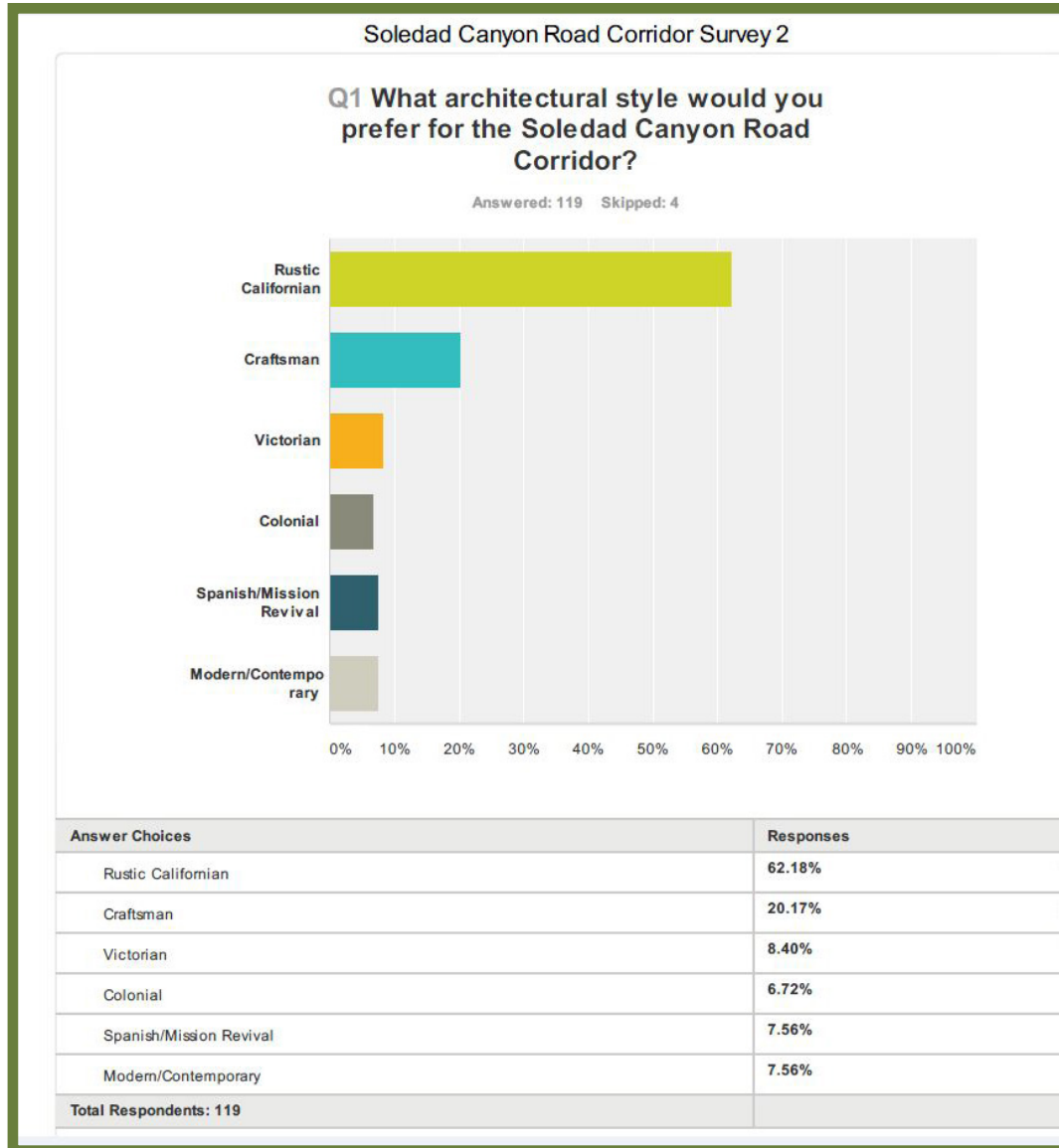


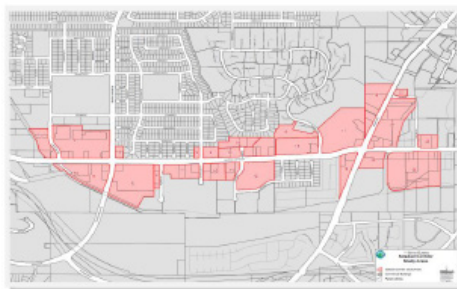
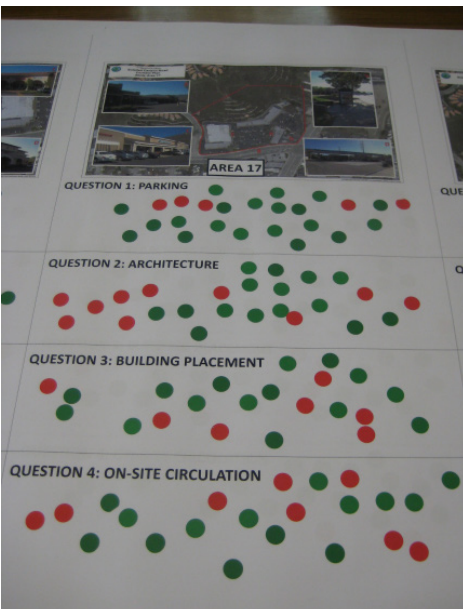
EXHIBIT 5: SURVEY RESULTS

PUBLIC OUTREACH MEETINGS

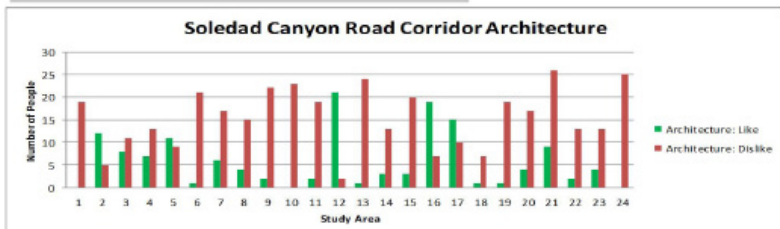
The Soledad Canyon Road Corridor Plan is a community driven document, and therefore, outreach meetings were an important component to the process. The purpose of these workshops was for the community to discuss the current and potential future conditions within the planning area. City staff began the process by informing the community about the first workshop that occurred at the Canyon Country Library on October 23, 2013. To inform residents and business owners, City staff utilized a number of outreach methods including sending over 1,800 postcards to all property owners within a 1,000-foot radius of the Soledad Canyon Road Corridor planning area, participating in *This Week in Santa Clarita* videos that played on the local television network, purchased advertising in local newspapers, and posting on social media sites like Twitter and Facebook. The meeting was also published through articles in the local newspaper. The information gathered was tabulated and the results were shared on the corridor planning website and displayed at the second public outreach meeting held on January 15, 2014. The information obtained from these workshops was used to draft the document.



We're Listening



Below are your opinions about the existing ARCHITECTURE from the first Soledad Canyon Road Corridor Outreach Meeting.



OTHER FORMS OF OUTREACH DURING THE PLANNING PROCESS

Below is a comprehensive timeline of the important events and information session that were held to get the word out about the Soledad Canyon Road Corridor planning process:

September 3, 2013: Letters sent to Property Owners and Initial Blog entry (SantaClaritaCorridorPlans.com)

September 23, 2013: Letters to Business Owners

October 9, 2013: Postcards sent to property owners within 1,000-foot radius of the plan area

October 22, 2013: This Week in Santa Clarita, Video I

October 23, 2013: Community Outreach Workshop I

November 14, 2013: Presentation at SVC Chamber of Commerce

January 2, 2014: Postcards sent to business owners and property owners within a 1,000-foot radius of the plan area

January 15, 2014: Community Outreach Workshop II

October 15, 2014: Draft release of Soledad Canyon Road Corridor Plan

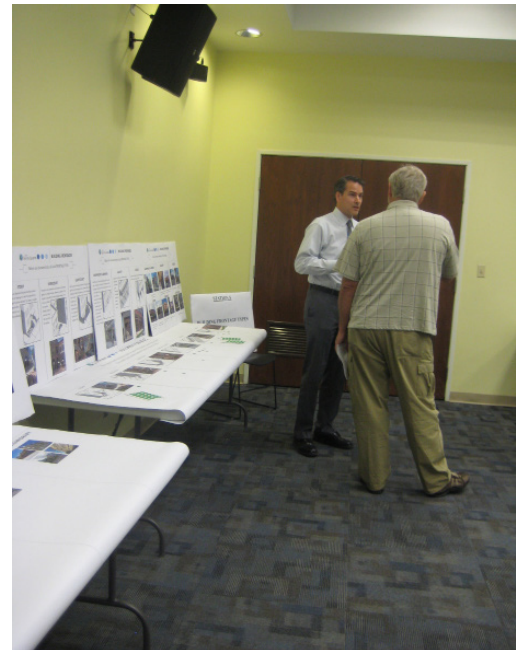
October 29, 2014: Community Outreach Workshop III

November 18, 2014: Planning Commission Public Hearing

January 13, 2015: City Council Public Hearing 1

January 27, 2015: City Council Public Hearing 2

February 27, 2015: Soledad Canyon Road Corridor Plan in effect



CHAPTER 2

APPLICABILITY

2.1.010 AUTHORITY

This development code is adopted under the authority granted to the City of Santa Clarita by the California Government Code Section 65800 et seq. and 66410 et seq.

2.1.020 RESPONSIBILITY FOR ADMINISTRATION

The standards and other requirements of this Soledad Canyon Road Corridor Plan shall be administered and enforced by the City of Santa Clarita, Planning Commission and City Council in the same manner as the provisions of the City's Unified Development Code. All findings, approvals, determinations, or other exercises of discretionary judgment or any other delegation of authority pursuant to this code by the director his successors or designees, or any other decision making authorities, shall be carried out in a manner consistent with the purposes of this Soledad Canyon Road Corridor Plan, the Unified Development Code, the City of Santa Clarita Municipal Code, the City's General Plan, and the orderly development of the City.

GENERAL PLAN

The physical setting and history of the Santa Clarita Valley have combined to create several distinctive communities, each with its own special character, development patterns, and lifestyles.

2.1.030 APPLICABILITY

Proposed development, subdivisions, and new land uses within the Soledad Canyon Road Corridor planning area shall comply with all applicable requirements of the Soledad Canyon Road Corridor Plan.

A. REGULATING PLAN

The Regulating Plan in Chapter 3 defines the zones within the planning area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.

B. DEVELOPMENT STANDARDS

The development standards in Chapter 4 regulate the features of buildings that affect the public realm. The urban standards regulate building placement, height, and façade design, and vary according to the zone for the parcel applied by the Regulating Plan. Proposed development and land uses shall comply with all applicable standards.

C. LAND-USE STANDARDS.

Chapter 4 identifies the land-use types allowed by the City in each of the zones established by the Soledad Canyon Road Corridor Plan. Each parcel shall be occupied only by land uses identified as allowed within the applicable zone subject to the type of approval required by the Unified Development Code (for example, Minor Use Permit, Conditional Use Permit, etc.).

D. ARCHITECTURAL STANDARDS

The Architectural Standards in Chapter 7 regulate the architecture of buildings, appurtenances, and site elements within the Soledad Canyon Corridor Planning Area. Proposed development shall comply with all applicable standards to the satisfaction of the approval authority.

E. SIGN STANDARDS

Chapter 8 identifies the sign type standards required within the Soledad Canyon Corridor planning area. Only those existing or proposed projects deemed a Tier 2 or Tier 3 compliant project pursuant to Section 2.1.040 of this plan shall adhere to the standards set forth in Chapter 8 of the Soledad Canyon Corridor Plan. All other properties not deemed consistent shall comply with Section 17.51.080 of the Unified Development Code.

F. STREET AND STREETScape STANDARDS

Chapter 9 identifies the street and streetscape standards required within the Soledad Corridor planning area to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of streets, parkways, and sidewalks.

G. RELATIONSHIP TO THE UNIFIED DEVELOPMENT CODE

The Soledad Canyon Corridor Plan is intended to supplement, and in some cases, supersede the requirements of the City's Unified Development Code, Title 17 of the Santa Clarita Municipal Code. The provisions of the Soledad Canyon Corridor Plan may supersede regulations in the Unified Development Code on the same, or similar topics, but otherwise applicable requirements of the Unified Development Code that are not covered by this Soledad Canyon Corridor Plan shall apply to development within the planning area as noted. If a conflict occurs between a requirement of this Soledad Canyon Corridor Plan and the Unified Development Code, the provisions of this Corridor Plan shall control. The definitions of Chapter 17.11 of the Unified Development Code apply to the Soledad Corridor Planning area unless otherwise stated in this document.

H. EFFECT ON EXISTING DEVELOPMENT AND LAND USES

Development and land uses that were lawfully established, and exist within the Soledad Canyon Corridor planning area as of the effective date of this Corridor Plan are affected as follows:

Existing development and land uses that comply with all applicable requirements of the Soledad Canyon Road Corridor Plan shall continue to operate provided that any alterations or replacements are also compliant with the Plans described under Tiered Projects (2.1.040).

Development or land uses that do not comply with the requirements of the Soledad Canyon Corridor Plan may continue to operate, and may be sold or otherwise transferred in compliance with the City's regulations for legal nonconforming uses or structures in Unified Development Code Chapter 17.05 (Legal nonconforming Uses, Lots and Structures). An example of this circumstance would be a lawfully established existing land use that is not allowed by this Corridor Plan in an applicable zone, or an existing building that does not comply with the setback requirements or height limits of this Corridor Plan.

2.1.040 TIERED PROJECTS

A tiered system has been established to provide clarification to property owners and developers that will result in the enhancement of the aesthetics and use of previously developed properties within the corridor planning area. Each tier has specific requirements and some have incentives in place to achieve this goal.

A. TIER 1 PROJECTS

A Tier 1 project consists of a proposal for a new land use or tenant improvement within an existing building with no proposed physical expansion or exterior modifications.

TIER 1 REQUIREMENTS

- Tier 1 projects shall comply with required land use approvals as identified in Chapters 17.43-17.49 of the Unified Development Code.
- Tier 1 projects shall comply with the sign standards established in Section 17.51.080 of the Unified Development Code.

B. TIER 2 PROJECTS

Expansion or modification projects up to 50% of the existing, permitted building square footage is subject to the appropriate entitlement determined by the Director and must meet Tier 2 requirements. The Director may designate a property as a Tier 2 site with the approval of a Development Review or Architectural Design Review Permit. Section D below details how a property owner is to use the code to develop a Tier 2 project. To be considered a Tier 2 project, the project must comply with the following items.

TIER 2 REQUIREMENTS

- Tier 2 projects shall comply with the City of Santa Clarita Community Character and Design Guidelines.
- Tier 2 projects shall comply with Chapter 8 Sign Standards of this plan.

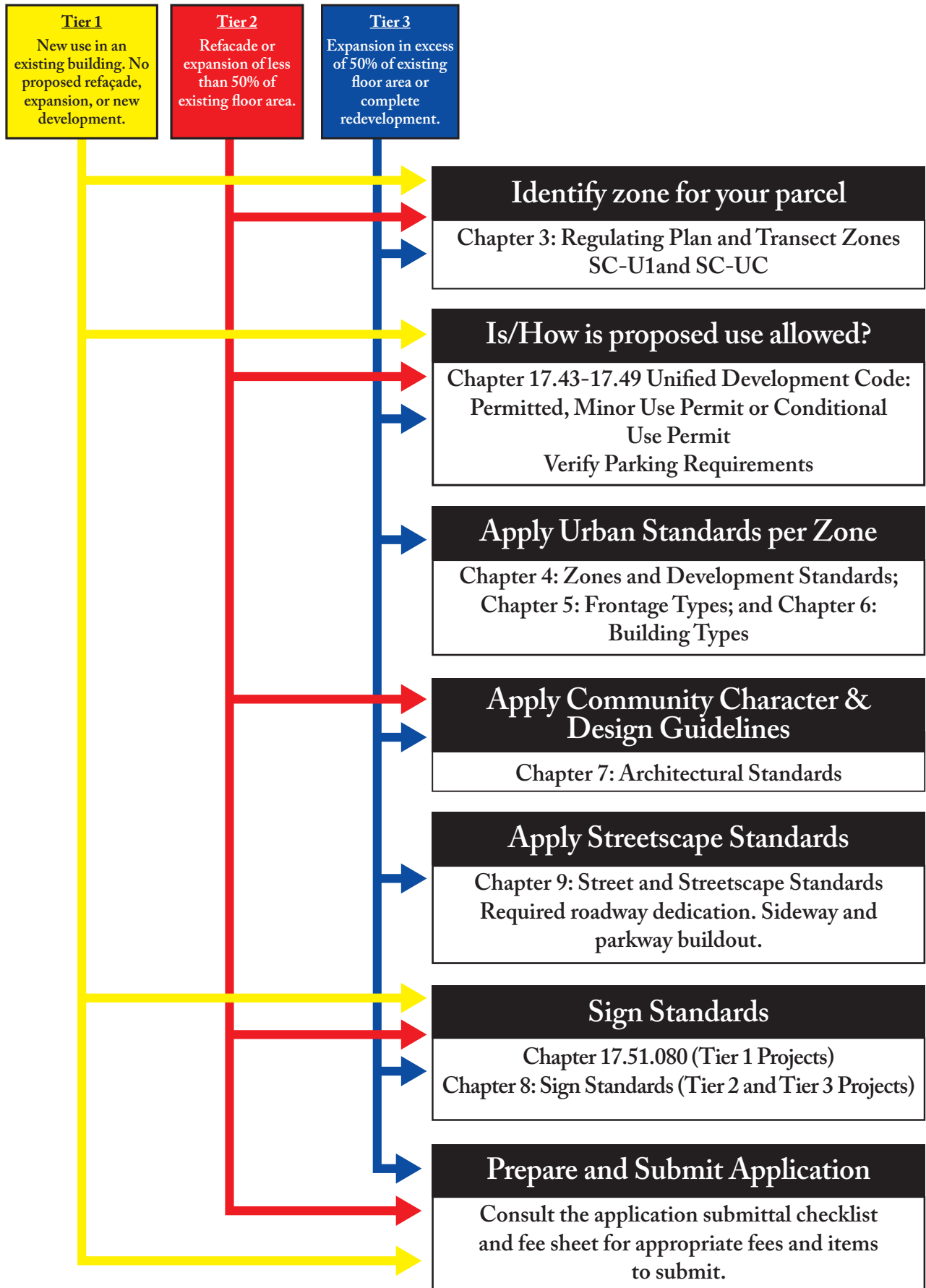
C. TIER 3 PROJECTS

All new development projects that include complete redevelopment, or over a 50% expansion of the permitted building square footage, is considered a Tier 3 project. Tier 3 projects must meet the intent of the Soledad Corridor Plan and comply with the following items.

TIER 3 REQUIREMENTS

- Tier 3 projects shall comply with the Santa Clarita Community Character and Design Guidelines.
- Tier 3 projects shall fully comply with the Soledad Canyon Road Corridor Plan including, but not limited to, Chapter 8 Sign Standards and the Rustic California architectural style identified in Chapter 7 of this code.

D. HOW TO USE THIS CODE



CHAPTER 3

REGULATING PLAN AND TRANSECT ZONES

3.1.010 PURPOSE

This Section establishes the zones applied to properties within the Soledad Canyon Road Corridor Planning Area.

3.1.020 REGULATING PLAN AND TRANSECT ZONES

A. ZONES ESTABLISHED

The Transect is a broad categorization system that organizes the built environment into zones on a scale from natural to urban core. The area within the Soledad Canyon Corridor is subject to this Soledad Canyon Road Corridor Plan, and shall be divided into Transect Zones that implement the City of Santa Clarita General Plan Section 3.1.030. The Corridor Specific Transect Zones described in Section 3.1.040 are hereby established, and shall be shown on the Regulating Plan for the Soledad Canyon Road Corridor.

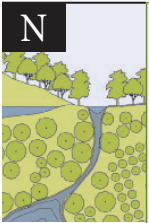


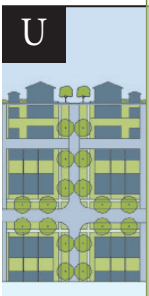
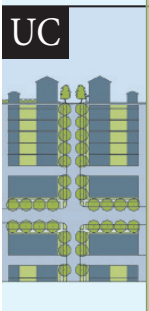
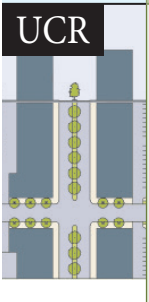
B. INTERPRETATION ZONE BOUNDARIES

If there is uncertainty about the location of any zone boundary shown on the Regulating Plan, the location of the boundary shall be determined by the Director as follows:

1. Where a zone boundary approximately follows a lot line, alley, or street line, the lot line, street or alley centerline shall be construed as the zone boundary, as applicable; and
2. Where a public street or alley is officially vacated or abandoned, the property that was formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated or abandoned street or alley.

3.1.030 TRANSECT ZONE DESCRIPTIONS

TABLE A: Transect Zone Descriptions This table provides the Transect definitions for the City of Santa Clarita. A detailed description of the Transect refinements used in this Development Code is located in Section 3.1.040.

 <p>N</p>	<p>(N) NATURAL Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p>General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways Typical GP Designation: Open Space, National Forest</p>
 <p>R</p>	<p>(R) RURAL Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways Typical GP Designation: Non-Urban 4, Non-Urban 5, Urban Residential 1</p>
 <p>SU</p>	<p>(SU) SUB-URBAN Sub-Urban Zone consists of low density residential areas, adjacent to higher zones with some mixed use. Home occupations and out-buildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-Story with some 3-Story Type of Civic Space: Parks, Greenways Typical GP Designation: Urban Residential 2, Urban Residential 3</p>
 <p>U</p>	<p>(U) URBAN Urban Zone consists of mixed uses, but primarily commercial. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	<p>General Character: Townhouses & small Apartment buildings within Mixed Use Development, with substantial commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Porches, fences, Dooryards Typical Building Height: 2- to 3-Story Type of Civic Space: Squares, Greens Typical GP Designation: Urban Residential 4, Urban Residential 5, Community Commercial, Neighborhood Commercial, Regional Commercial</p>
 <p>UC</p>	<p>(UC) URBAN CENTER Urban Center Zone consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, Shopfronts, Galleries Typical Building Height: 3- to 5-Story with some variation Type of Civic Space: Parks, Plazas and Squares, median landscaping Typical GP Designation: Business Park, Industrial, Mixed Use-Corridor, Mixed Use-Urban Village</p>
 <p>UCR</p>	<p>(UCR) URBAN CORE Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.</p>	<p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades Typical Building Height: 4-plus Story with a few shorter buildings Type of Civic Space: Parks, Plazas and Squares; median landscaping Typical GP Designation: Not applicable</p>

Note: N, R, SU and UCR are shown above for reference, and are not applied to the Soledad Canyon Road corridor area by this Development Code.



Soledad Canyon Road and Whites Canyon Road

3.1.040 CORRIDOR SPECIFIC TRANSECT ZONES

Of the six base zones as described in Section 3.1.030, the Soledad Canyon Road Corridor Plan utilizes two subzones of the Urban and Urban Center base zones. The two subzones of the Urban General base zone are described below as Soledad Canyon Urban 1 (SC-U1) and Soledad Canyon Urban Center (SC-UC). The primary uses within these subzones are commercial and may include a mix of commercial and residential uses in the SC-U1 zone. The Soledad Canyon Urban Center (SC-UC) zone is the only subzone of the Urban Center base zone within the Soledad Canyon Road Corridor Plan. The SC-UC zone is characterized by mixed use development including both commercial and residential use types.

A. SOLEDAD CANYON URBAN 1 (SC-U1)

The SC-U1 zone is subzone of the larger Urban Transect zone and is applied to large parcels that can accommodate larger commercial structures. A majority of the SC-U1 zone is located along Soledad Canyon Road at the intersections with Whites Canyon Road and Sierra Highway. Setbacks within this zone may be as minimal as 1 foot along Soledad Canyon Road. The SC-U1 zone allows for building heights up to two stories. Typical uses within this zone include medical office, commercial office, retail, and services.



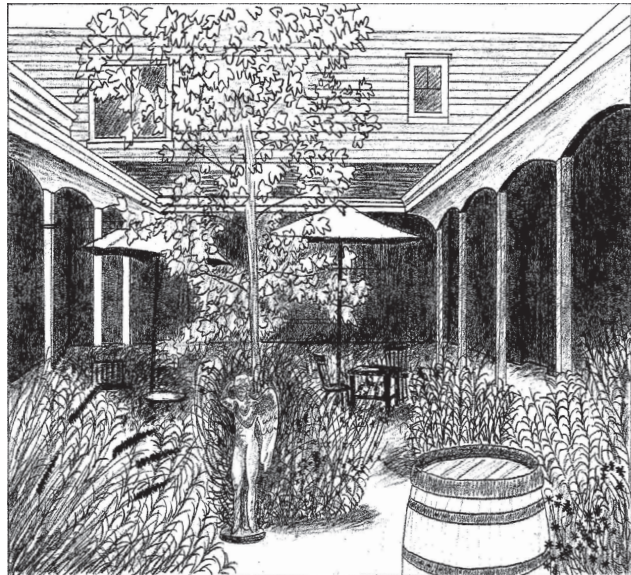
Soledad Canyon Road and Shangri La Drive



Soledad Canyon Road and Camp Plenty Road

B. SOLEDAD CANYON URBAN CENTER (SC-UC)

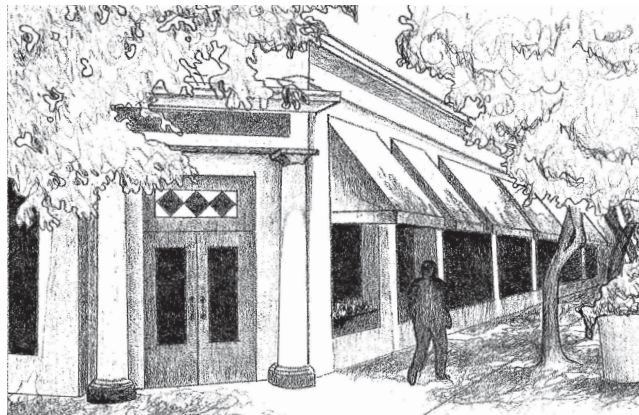
The SC-UC zone is a subzone of the larger Urban Center Transect Zone. The design intent of the SC-UC zone is to encourage high quality, higher density commercial and residential opportunities within the areas mapped on the Regulating Plan and to achieve the goals of the City of Santa Clarita General Plan. The SC-UC zone is characterized by a mixture of residential and commercial uses with structures set close to the sidewalk. Ground floor commercial uses are common with outdoor amenities such as plazas and outdoor dining spaces. Upper floors consist of higher density housing and/or office uses. The SC-UC zone is considered to be a major destination location for people to gather, work and live. Parcels within the SC-UC designation are typically on larger lots allowing the flexibility for below grade or structured parking. The SC-UC zone differs from the other zone within the planning area by emphasizing mixed use developments with a residential component.



Illustrative Rendering



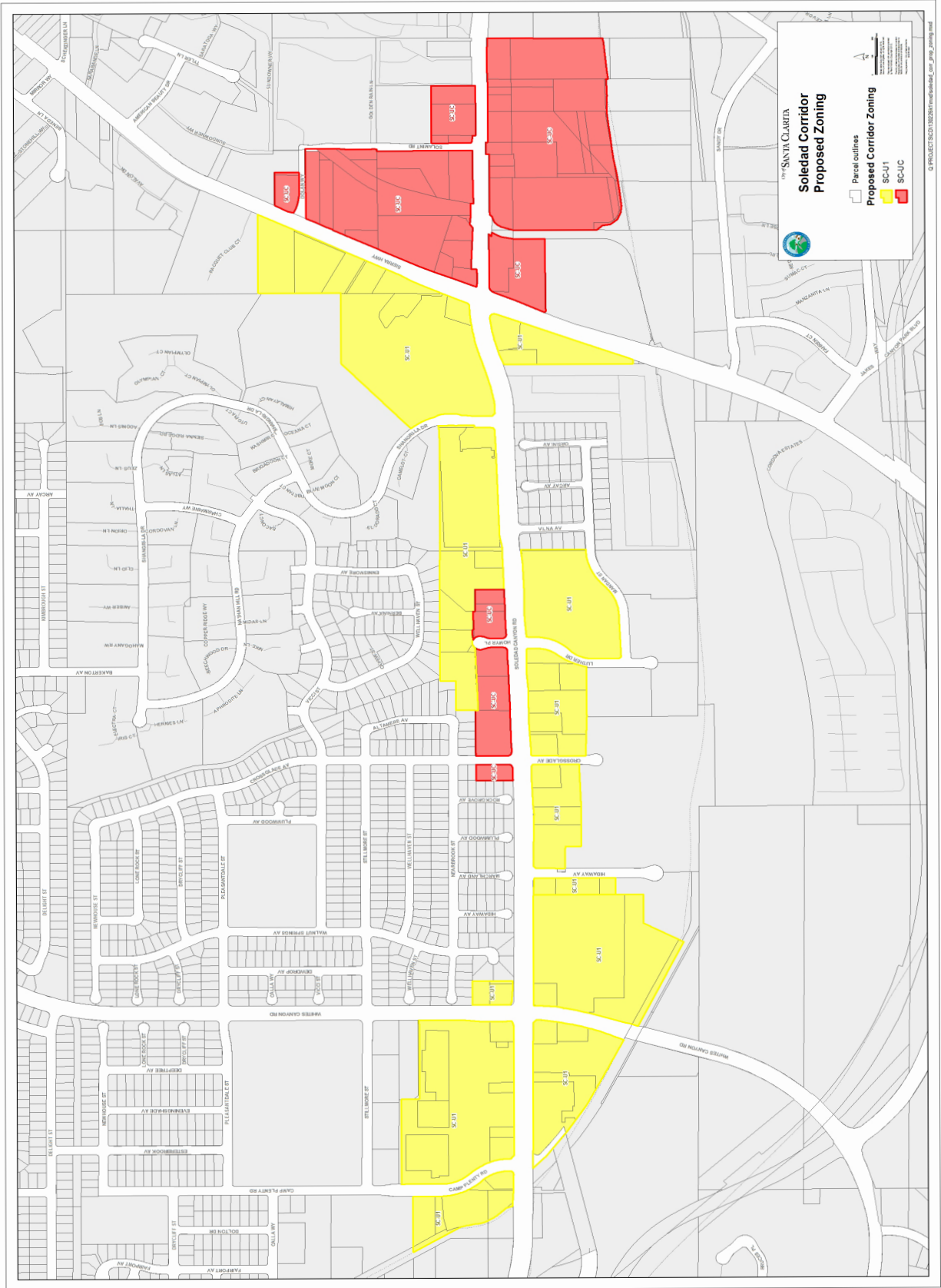
Illustrative Rendering



Illustrative Rendering

3.1.050 REGULATING PLAN

The Regulating Plan is the coding key for the Soledad Canyon Road Corridor Plan.



CHAPTER 4

ZONES AND DEVELOPMENT STANDARDS

4.1.010 THE SOLEDAD CANYON URBAN 1 ZONE (SC-U1)

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

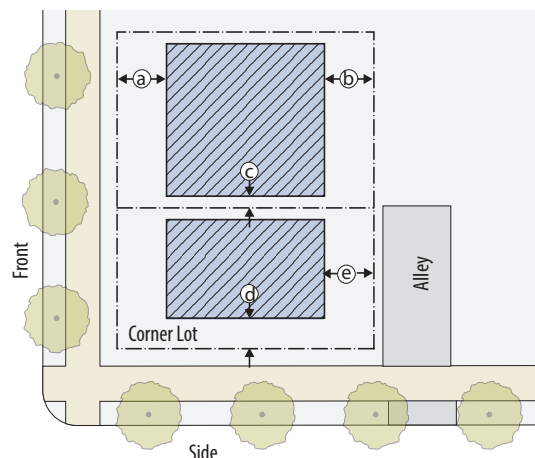
A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram below, unless specified otherwise by the standards for an allowed building type in Chapter 5 (Frontage Type Standards) or Chapter 6 (Building Type Standards). There shall be no maximum setbacks.

Front Setback (a)	
1st and 2nd Story	1' minimum
3rd Story and above	5' minimum; minimum 5' increasing increments per story
Rear Setback (b)	0'
Side Yard Setback (c)	0'
Side Street Setback (d)	0'
Rear Alley Setback (e)	
1st Story	0'
2nd Story and above	5'
Setback from Residential Zone or Use*	
1st Story	10' minimum
2nd Story	15' minimum; 5' increasing increments per story

*Buildings that are exclusively residential in nature but located in a mixed use zone shall be located at least 25' from an adjoining commercial/mixed use property line so as not to impede future commercial development on the neighboring parcel(s). A reduced setback may be permitted through the issuance of an Adjustment or Variance.

2. OUTDOOR DINING ENCROACHMENTS

Outdoor dining may encroach into the required setbacks but in no circumstance encroach into the public right-of-way.



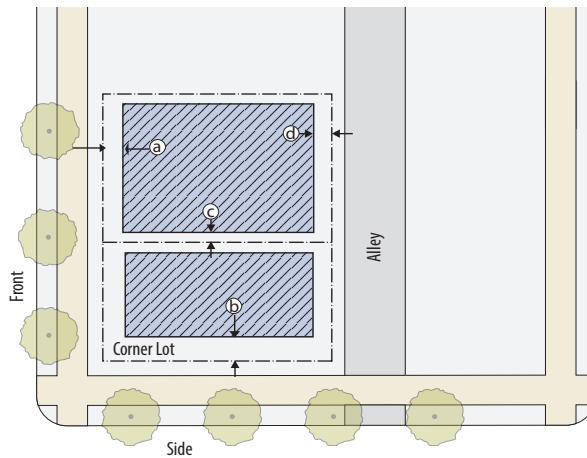


Diagram C: Parking Placement

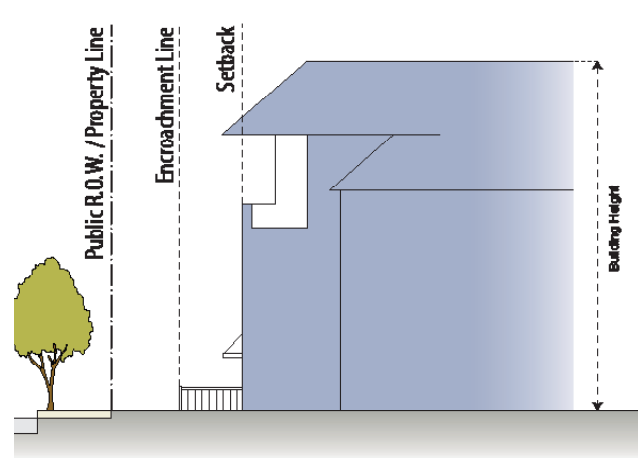


Diagram B: Building Profile

B. DEVELOPMENT STANDARDS

Maximum floor area ratio (FAR) of nonresidential uses	0.75
Maximum lot coverage	80%
Maximum density (units per gross acre)	18
Minimum density (units per gross acre)	N/A
Maximum height of a structure without a CUP	35'

C. PARKING AND SERVICES

1. PARKING, SERVICES & ACCESSORY STRUCTURE PLACEMENT

Off-street parking, services and accessory structures shall be placed on a lot in compliance with the following requirements, within the hatched area shown on the diagram above.

- a. Street Setback: 10' minimum
- b. Side Street Setback: 5' minimum
- c. Side Yard Setback: 5' minimum
- d. Rear Setback: 5' minimum

Subterranean parking may extend beyond building footprint, and may extend to a height of 3' maximum above finished grade, provided that the garage perimeter wall aligns with the face of the building.

2. PARKING REQUIREMENTS

Each site shall provide off-street parking in compliance with Sections 17.41-17.49 of the UDC.

GENERAL PLAN

Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.

D. BUILDING TYPES

1. Unless otherwise permitted through the issuance of a Minor Use Permit, only the following building types are allowed in the SC-U1 zone. Each allowed building type shall be designed in compliance with Chapter 6 (Building Type Standards).

- a. Commercial Pad
- b. Shopfront Commercial
- c. Commercial Block-Commercial

E. ALLOWED LAND USES

1. Only a land use identified as permitted or conditionally permitted within the Community Commercial (CC) zone in Sections 17.41-17.49 of the UDC shall be established on a lot in the SC-U1 zone.

4.1.020 THE SOLEDAD CANYON URBAN CENTER ZONE (SC-UC)

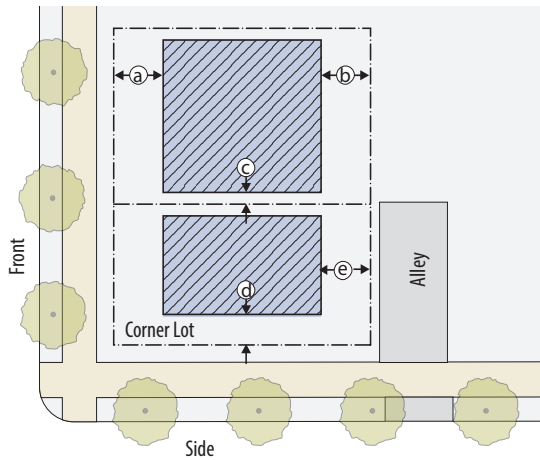


Diagram A: Building Placement

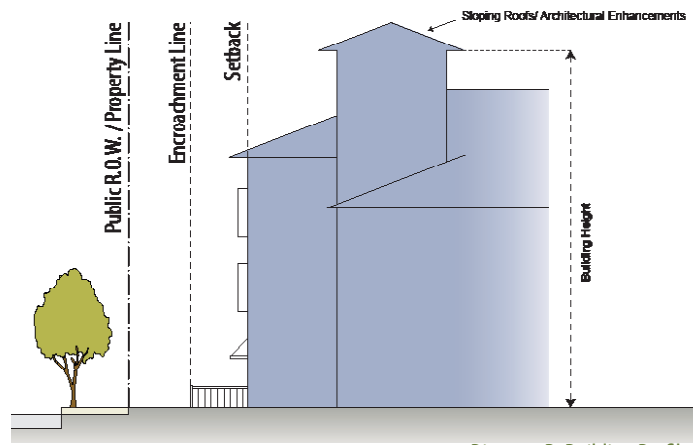


Diagram B: Building Profile

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Chapter 5 (Frontage Type Standards) or Chapter 6 (Building Type Standards). There shall be no maximum setbacks.

Front Setback (a)	
1st and 2nd Story	1' minimum
3rd Story and above	5' minimum; minimum 5' increasing increments per story
Rear Setback (b)	0'
Side Yard Setback (c)	0'
Side Street Setback (d)	0'
Rear Alley Setback (e)	
1st Story	0'
2nd Story and above	5'
Setback from Residential Zone or Use*	
1st Story	10' minimum
2nd Story	15' minimum; 5' increasing increments per story

*Buildings that are exclusively residential in nature but located in a mixed use zone shall be located at least 25' from an adjoining commercial/mixed use property line so as not to impede future commercial development on the neighboring parcel(s). A reduced setback may be permitted through the issuance of an Adjustment or Variance.

2. OUTDOOR DINING ENCROACHMENTS

Outdoor dining may encroach into the required setbacks but in no circumstance encroach into the public right-of-way.

B. DEVELOPMENT STANDARDS

Maximum density (units per gross acre)	30
Minimum density (units per gross acre)	11
Maximum floor area ratio (FAR) of nonresidential component	1.0
Minimum floor area ratio (FAR) of nonresidential component	0.25
Surface-level parking setback from major/secondary highway (in feet)	10/5
Structure setback from neighboring residential zones or uses (in feet)	25
Maximum height of building/structure without a CUP (in feet)	50

Non-residential floor area ratios and residential densities less than the minimum shall require a Minor Use Permit (UDC 17.35.010.A). Residential projects not complying with the standards above are subject to the City's regular multifamily development and parking standards and are not subject to mixed use development incentives.

C. PARKING AND SERVICES

1. PARKING, SERVICES & ACCESSORY STRUCTURE PLACEMENT

Off-street parking, services and accessory structures shall be placed on a lot in compliance with the following requirements, within the hatched area shown on the diagram above.

- a. Street Setback: 10' minimum
- b. Side Street Setback: 5' minimum
- c. Side Yard Setback: 5' minimum
- d. Rear Setback: 5' minimum

Subterranean parking may extend beyond building footprint, and may extend to a height of 3' maximum above finished grade, provided that the garage perimeter wall aligns with the face of the building.

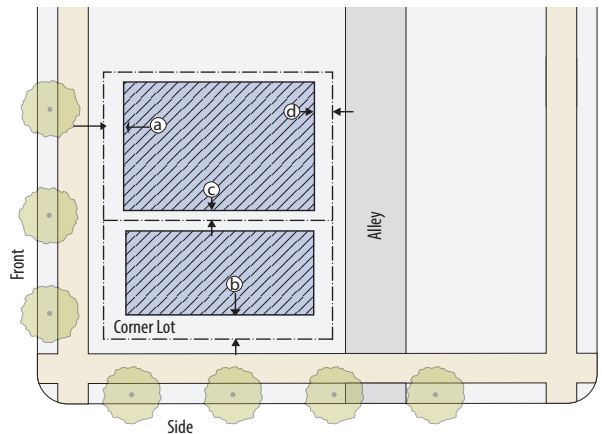


Diagram C: Parking Placement

2. PARKING REQUIREMENTS

Each site shall provide off-street parking in compliance with UDC Section 17.55.050 (for mixed use projects) or with Sections 17.41-17.49 of the UDC if the project does not qualify for mixed use incentives.

D. BUILDING TYPES

1. Unless otherwise permitted through the issuance of a Minor Use Permit, only the following building types are allowed in the SC-UC zone. Each allowed building type shall be designed in compliance with Chapter 6 (Building Type Standards).
 - a. Commercial Block Mixed Use

E. ALLOWED LAND USES

1. Only a land use identified as permitted or conditionally permitted within the Mixed Use Corridor (MXC) zone in Section 17.35.010(B) of the UDC shall be established on a lot in the SC-UC zone.

CHAPTER 5

FRONTAGE TYPE STANDARDS

5.1.010 PURPOSE AND APPLICABILITY

A. PURPOSE

Frontage types are architectural elements that are attached to a building volume and provide a transition between the outside and the inside of a building. Frontage types, when continuously arrayed, will provide Soledad Canyon Road a continuity that gives distinctive character to the street while also contributing to the specific form of each building. Frontage types are the means of access into buildings and visually reinforce their human scale. Frontage types add individuality to the massing of buildings and create variety on the street as a whole.

This section identifies the frontage types allowed within the Soledad Canyon Road corridor and provides design standards to ensure that buildings relate to the street frontage and form a clear boundary between the public and private realm.

B. APPLICABILITY

Each proposed building shall be designed to incorporate a frontage type designed in compliance with the standards of this section for the applicable type.

C. ALLOWABLE FRONTAGE TYPES BY ZONE

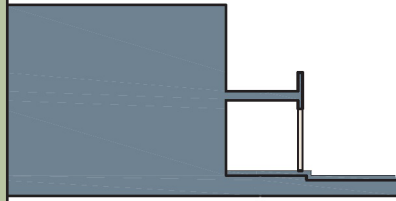
A lot may be developed only with a building having a frontage type allowed by Chapter 4 in the zone applicable to the lot, unless a Minor Use Permit is issued. Other frontage types may be allowed subject to the issuance of a Minor Use Permit.

5.1.020 FRONTAGE SUMMARY AND DEFINITIONS

The character and arrangement of the private frontage is regulated by the standards herein, and shall be applied to each zone to create a particular and appropriate transitional relationship between the private and public realm. This relationship between the private and public realm is what collectively defines the nature of the streetscape. Frontage types are required for all buildings within each zone as shown in Table C. Frontage types represent a range of extensions of the basic façade of the building. While the urban standards of this Code provide a range of frontage types permitted within each zone, the actual choice and review of a type shall be dictated by individual building designs and, ultimately, the Director's discretion.

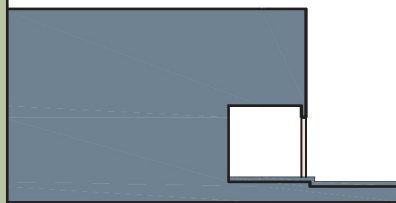
Table C

a. Gallery: a frontage type that includes a colonnade supporting a roof or balcony overlapping the pedestrian walkway. The gallery shall be no less than 10 feet wide and may overlap any portion of the on-site pedestrian walkway within 2 feet of the curb. The gallery shall not extend into the public right-of-way.



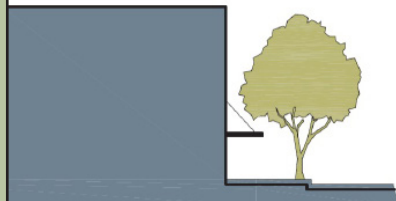
All

b. Arcade: a frontage type that includes a colonnade supporting habitable space above the pedestrian walkway. The arcade shall be no less than 10 feet wide and may overlap any portion of the on-site pedestrian walkway to within 2 feet of the curb. The arcade shall not extend into the public right-of-way.



All

c. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.



All

5.1.030 GALLERY

A. DESCRIPTION

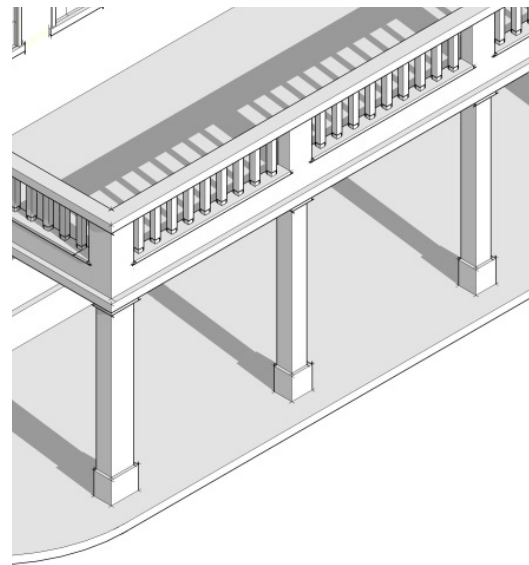
Galleries are attached colonnades supporting a roof or balcony.

B. DESIGN STANDARDS

1. Galleries shall be no less than 10' wide clear in all directions with a maximum of 2' between curb face and gallery eave.
2. Galleries are not permitted in the public right of way.
3. Along primary frontages, the gallery shall correspond to storefront openings.
4. Primary frontage storefront openings shall be at least 65% of the linear width of the tenant space and not have opaque or reflective glazing.
5. Placement: Single story galleries only.



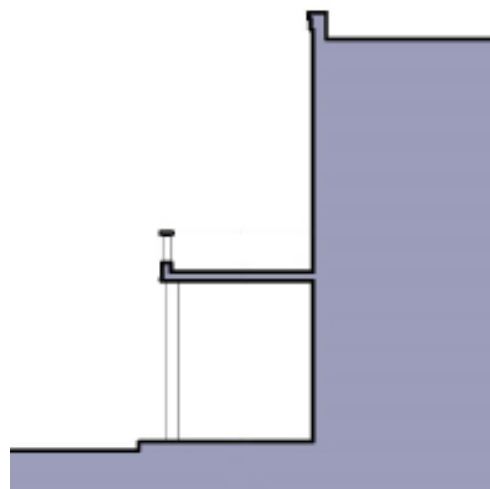
Examples of gallery frontage on Soledad Canyon Road



Illustrative Diagram



Examples of gallery frontage on Soledad Canyon Road



Illustrative Diagram

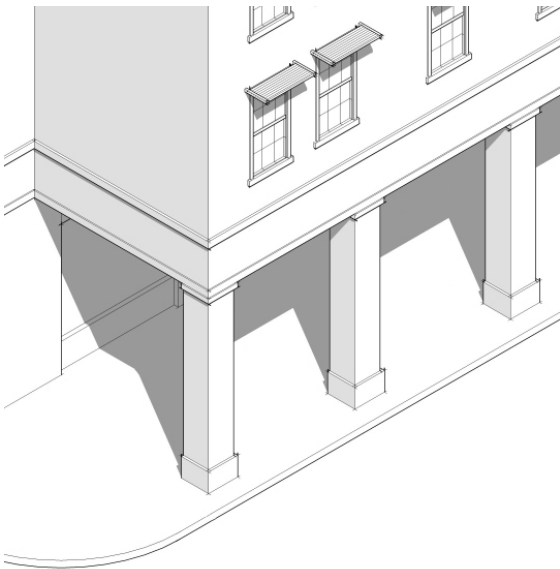
5.1.040 ARCADE

A. DESCRIPTION

Arcades are facades with an attached colonnade that is covered by upper stories or upper facades.

B. DESIGN STANDARDS

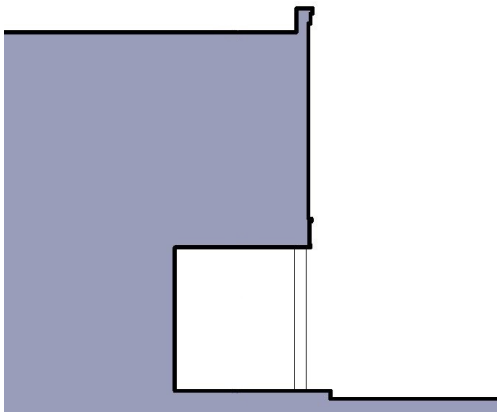
1. Arcades shall be no less than 10' wide clear in all directions.
2. Along primary frontages, the arcade shall correspond to storefront openings.
3. Arcades are not permitted in the public right of way.
4. Primary frontage storefront openings shall be at least 65% of the first floor wall area and not have opaque or reflective glazing.



Illustrative Diagram



Example of arcade frontage at the Canyon Center on Soledad Canyon Road



Illustrative Diagram



Example of arcade frontage at the Canyon Center on Soledad Canyon Road

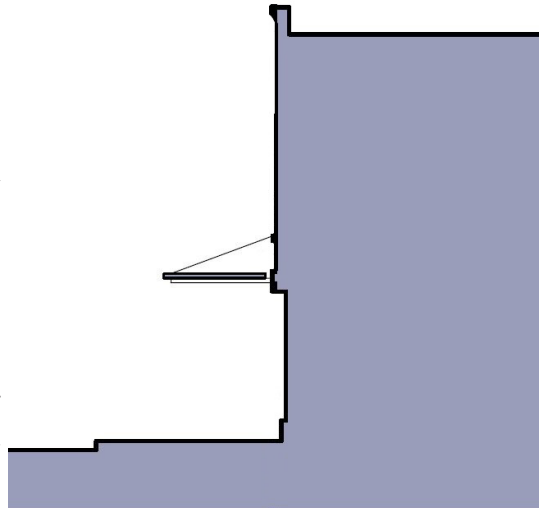
5.1.050 SHOPFRONT AND AWNING

A. DESCRIPTION

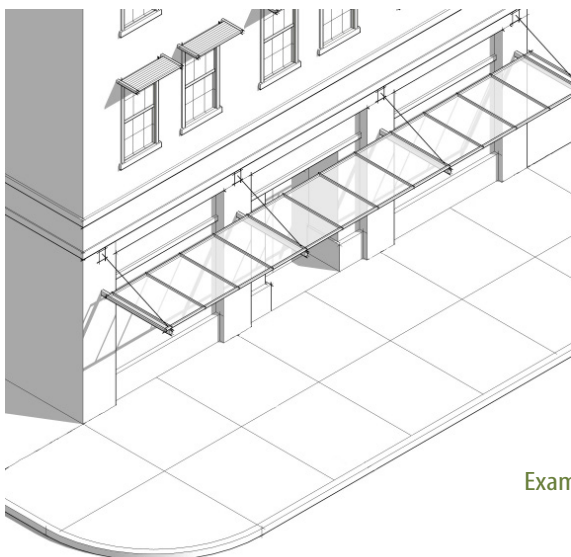
The Shopfront and Awning frontage type applies to storefronts along the corridor. Storefronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk. They are conventional for retail frontage and are commonly equipped with cantilevered roofs or awnings. Recessed storefronts are also acceptable.

B. DESIGN STANDARDS

1. Storefronts are like small buildings with their own base, “roofline”, and pattern of window and door openings.
2. Storefront assemblies (the doors, display windows, bulkheads and associated framing) should not be set back into the Shopfront openings more than 2’ maximum, so that passing pedestrians have a clear view of the shop interior.
3. Base: A panel of special material is recommended below display windows. Materials recommended for walls are generally suitable. Base materials should be the same or “heavier” materials visually than walls.
 - a. Brick and wood should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.
 - b. Ceramic tile is frequently used as a storefront base. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.
4. Display windows: Storefront windows along the primary frontage shall be at least 65% of the width of the first floor building width, and not have opaque or reflective glazing. Where privacy is desired for restaurants and professional services, etc., windows should be divided into smaller panes.



Illustrative Diagram



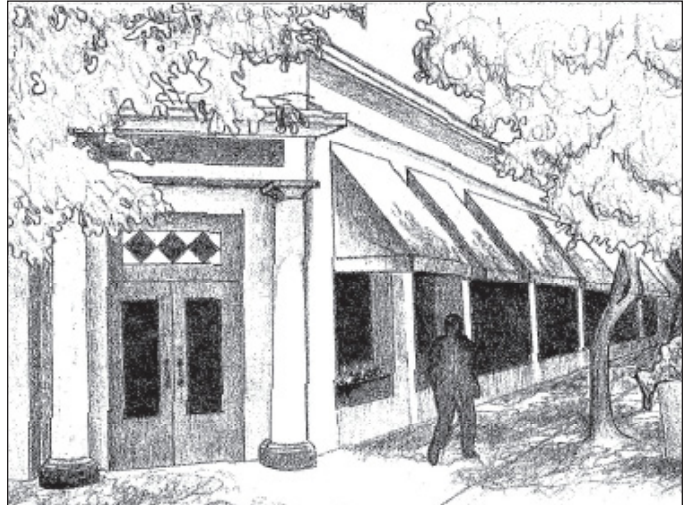
Example of shopfront frontage at Soledad Canyon Road and Solamint Road

Illustrative Diagram

5. Recessed Entries are recommended.
6. Recommended treatments for building facades include:

- a. Special paving materials such as ceramic tile;
- b. Ornamental ceilings such as coffering; and
- c. Decorative light fixtures.

7. Doors should be substantial and well detailed. They are the one part of the storefront that patrons will invariably touch and feel. Doors should match the materials, design and character of the display window framing. Aluminum framed doors are not recommended.



Illustrative Rendering

8. Cornices should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building and to add visual interest; this also allows the storefront to function as the base for the rest of the building.

9. Awnings, signs, and related fixtures shall be located 8 feet minimum above the adjacent sidewalk.

10. Awnings shall only cover Storefronts and/or window openings, so as not to cover the entire facade.



Illustrative Rendering

CHAPTER 6

BUILDING TYPE STANDARDS

6.1.010 PURPOSE AND APPLICABILITY

A. PURPOSE

This section identifies the building types allowed within the Soledad Canyon Road Corridor Planning Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. APPLICABILITY

Each proposed building shall be designed in compliance with the standards of this section for the applicable building type, except for public and institutional buildings, which, because of their unique disposition, and application are not required to comply with building type requirements.

C. ALLOWABLE BUILDING TYPES BY ZONE

A lot may be developed only with a building having a frontage type allowed by Chapter 4 in the zone applicable to the lot, unless a Minor Use Permit is issued. Building types other than those listed in Chapter 4 may be allowed subject to the issuance of a Minor Use Permit.

6.1.020 COMMERCIAL PAD

A. DESCRIPTION

A building may be designed for a single occupant or multiple occupants. A commercial pad building design is appropriate for corporate chain restaurants or similar commercial type uses. A commercial pad building may be located upon a qualifying lot as defined in Chapter 4.



Example of commercial pad on Soledad Canyon Road and Lost Canyon Road

B. ACCESS & PARKING

1. The main pedestrian entrance shall directly face the primary street elevation.
2. On a corner lot, parking shall be accessed from Soledad Canyon Road.
3. There shall be no more than one driveway to any one street for each development site, unless otherwise approved by the Director.
4. Reciprocal ingress and egress, circulation and parking arrangements shall be encouraged where possible to limit unnecessary driveways.
5. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the facade of the structure shall be consistent with the colors, materials and character of the primary structure.



Example of commercial pad on Soledad Canyon Road and Whites Canyon Road

C. SERVICES

1. Above-ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or decorative fence to the satisfaction of the Director.
2. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
3. Rooftop equipment shall be screened from view on all sides, and integrated into the overall building design.
4. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.

5. Trash enclosures shall be setback 10 feet from Soledad Canyon Road and shall be landscaped or screened from public view. Access shall be conveniently located and causes a minimum number of parking spaces to be blocked while a refuse truck is present.
6. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. OUTDOOR DINING/PUBLIC SPACE

1. Outdoor dining/public space shall be integrated into the overall project design. A minimum of 250 square feet of dining space/public space shall be required.
2. Under no circumstance shall outdoor dining/public space areas encroach into the public right-of-way, however these areas may encroach into required front setbacks. Areas utilized for outdoor dining that encroach into the front setback shall not count toward the 250 square foot minimum outdoor dining requirement.
3. Outdoor dining/public space shall be landscaped to the satisfaction of the Director.

E. BUILDING SIZE AND MASSING

1. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
2. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be approved subject to a Minor Use Permit.
3. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.
4. Where appropriate, buildings shall include varying heights to create visual interest and to reduce massing and provide visual cues for access into the buildings.

F. DRIVE-THROUGH

1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property, or access to any parking space.
2. Each drive-through lane shall be distinctly delineated with a raised curb.
3. Drive-through reader and order boards shall be obscured from public view by landscaping and/or architectural features and shall have a minimum 10 foot setback.
4. A former bank drive-through that does not meet the minimum regulations for a food use may be converted to a restaurant drive-through with the issuance of a MUP.
5. The vehicle stacking capacity for uses containing drive-through facilities shall be as follows:
 - a. Drive-Through Restaurant: Stacking shall be a minimum of 80 feet between the order board and the pick-up window and a minimum of 120 feet behind the order board.
 - b. Bank Drive-Through Stacking shall be a minimum of 100 feet for each window or automated teller machine. If multiple bays are proposed stacking shall be to the satisfaction of the director.

- c. Auto uses, such as self-service car washes, oil change facilities and similar uses: Stacking shall be a minimum of 60 feet free and clear to all drive aisles and parking areas.
- d. The stacking requirement for drive-through uses not listed above shall be determined by the Director of Community Development.

G. LANDSCAPE

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

- 1. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.
- 2. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
- 3. Landscape shall not obscure the visibility of ground floor storefronts.
- 4. Landscaping shall be used to screen trash enclosures, shopping cart returns, above-ground utilities, and other appurtenant and accessory structures and/or services.
- 5. All landscaping shall be no more than 30" in height within the clear sight line setback zone defined as eight (8) feet from curb line at the centerline of the driveway, diminishing to the curb line measured fifty (50) feet from the centerline of the driveway in both directions.

6.1.030 SHOPFRONT COMMERCIAL

A. DESCRIPTION

A building or block designed for multiple store fronts within the same structure. A Shopfront Commercial building is designed to accommodate a variety of retail and service uses that create a vibrant walkable community. A Shopfront Commercial building may be located upon a qualifying lot defined in Chapter 4.



Example of shopfront commercial

B. ACCESS & PARKING

1. There shall be a minimum of two pedestrian entrances, one located along the primary street elevation and a second through the rear elevation.
2. Parking shall be accessed through a secondary street, where possible.
3. Reciprocal ingress and egress, circulation and parking arrangements shall be required where possible and feasible to facilitate ease of vehicular movement between adjoining properties and to limit unnecessary driveways.
4. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
5. Services and/or loading areas shall not face public streets.
6. Pedestrian linkages to nearby neighborhoods, other commercial project, and the street edge shall be provided.
7. Access between transit stops and building entrances shall be clearly defined.
8. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.
9. Planted islands and pedestrian walkways shall be provided to connect parking and building entries.
10. Required parking may be at-grade, subterranean or structured.



Example of shopfront commercial

C. SERVICES

1. Services, above ground equipment, and trash enclosure areas shall be setback 10 feet from property line on Soledad Canyon Road.
2. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.

3. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
4. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.
5. Trash enclosure location and access shall be designed to the satisfaction of the Director. Such access shall be conveniently located and causes a minimum number of parking spaces to be blocked while a refuse truck is present.
6. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.
7. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. OUTDOOR DINING/PUBLIC SPACE

1. Outdoor dining/public space shall be integrated into the overall project design. A minimum of 250 square feet of dining/public space shall be required.
2. Outdoor dining/public space areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count towards the 250 square foot minimum outdoor dining/public space requirement.
3. Outdoor dining/public space shall be enclosed with a fence and landscaped subject to the discretion of the Director.

E. BUILDING SIZE AND MASSING

1. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
2. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be approved subject to a Minor Use Permit.
3. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.
4. Where appropriate, buildings shall include varying heights to create visual interest.

F. DRIVE-THROUGH

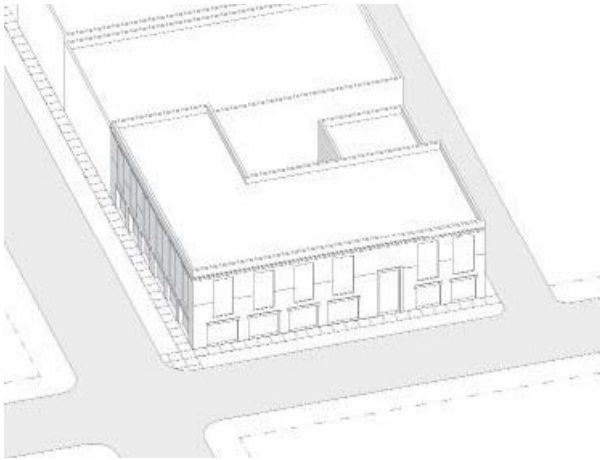
1. Drive-throughs are prohibited as a part of Shopfront Commercial building types.

G. LANDSCAPE

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

1. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.
2. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
3. Landscape shall not obscure the visibility of ground floor storefronts.
4. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.
5. All landscaping shall be no more than 30” in height within the clear sight line setback zone defined as eight (8) feet from curb line at the centerline of the driveway, diminishing to the curb line measured fifty (50) feet from the centerline of the driveway in both directions.

6.1.040 COMMERCIAL BLOCK-COMMERCIAL



Example of commercial block-commercial



Example of commercial block-commercial

A. DESCRIPTION

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for office use. A Commercial Block-Commercial building may be located upon a qualifying lot defined in Chapter 4.

B. ACCESS & PARKING

1. The main pedestrian entrance to each ground floor area shall be directly from and face the street.
2. Where applicable, elevator access shall be provided between the subterranean garage and each level of the building.
3. Pedestrian circulation on upper floors shall not be exposed to street frontage.
4. On a corner lot without access to an alley, parking shall be accessed from the side street through the building.
5. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
6. Reciprocal ingress and egress, circulation and parking arrangements shall be required where possible and feasible to facilitate ease of vehicular movement between adjoining properties and to limit unnecessary driveways.
7. Services and/or loading areas shall not face public streets.
8. Pedestrian linkages to nearby neighborhoods, other commercial project, and the street edge shall be provided.
9. Access between transit stops and building entrances shall be clearly defined.
10. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.
11. Planted islands and pedestrian walkways shall be provided to connect parking and building entries.
12. Required parking may be at-grade, structured, or subterranean. If structured is provided, the façade of the structure shall be consistent with the colors and materials and character of the primary structure.

C. SERVICES

1. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.
2. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
3. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.
4. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.
5. Trash facilities and recycling containers shall always be within covered enclosures.
6. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. BUILDING SIZE AND MASSING

1. On larger lots, new structures should be clustered to create plazas or pedestrian malls in order to prevent long rows of buildings.
2. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be approved subject to a Minor Use Permit.
4. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code. Prominent architectural features should be located near corners and intersections.
5. Where appropriate, buildings shall include varying heights to reduce massing.

E. OUTDOOR SPACE

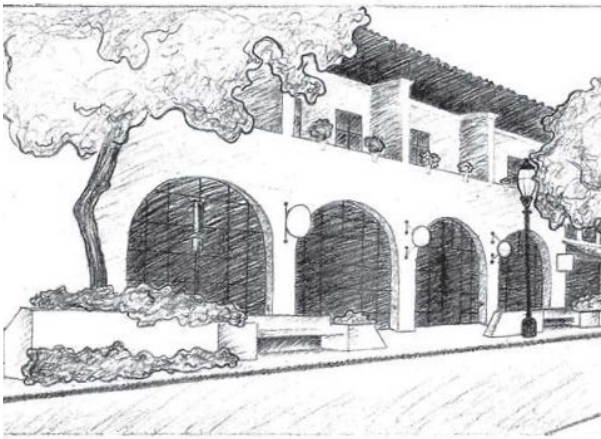
1. Courtyard and outdoor space areas may be located on the ground or upper floors.
2. Outdoor space shall equal a minimum of fifteen percent (15%) of lot area.
3. Outdoor space requirement may be accomplished through the incorporation of outdoor dining and public gathering areas.
4. Outdoor dining areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count toward the fifteen percent (15%) minimum open space requirement.
5. Outdoor dining/public space shall be enclosed and landscaped to the discretion of the Director.

F. LANDSCAPE

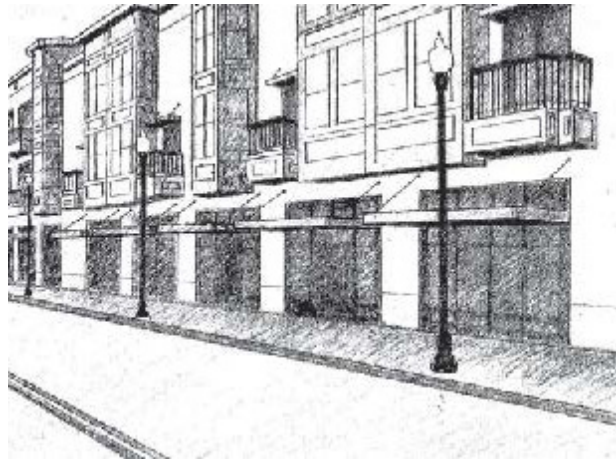
All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

1. No private landscaping is required in front of the building if built to property line.
2. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan..
3. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
4. Courtyards located over garages should be designed to avoid the appearance of forced podium hardscape through the use of ample landscaping.
5. Landscape shall not obscure the visibility of ground floor storefronts.
6. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.
7. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.
8. All landscaping shall be no more than 30" in height within the clear sight line setback zone defined as eight (8) feet from curb line at the centerline of the driveway, diminishing to the curb line measured fifty (50) feet from the centerline of the driveway in both directions.

6.1.050 COMMERCIAL BLOCK-MIXED USE



Illustrative rendering of commercial block-mixed use



Illustrative rendering of commercial block-mixed use

A. DESCRIPTION

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for dwelling units. A Commercial Block-Mixed Use building may be located upon a qualifying lot defined in Chapter 4. For non-mixed use projects, residential units shall comply with the City's Multifamily Residential Standards found in UDC Section 17.57.030. For projects that are eligible for mixed use incentives, development and land use standards listed in UDC Section 17.35.010 (Mixed Use Corridor Zone) shall apply.

B. ACCESS & PARKING

1. The main entrance to each ground floor area shall be directly from, and face the street.
2. Entrance to the residential and/or non-residential portions of the building above the ground floor shall be through a street level lobby.
3. Where applicable, elevator access shall be provided between the subterranean garage and each level of the building.
4. Pedestrian circulation on upper floors shall not be exposed to street frontage
5. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
6. Parking shall be accessed from the side street through the building.
7. Services and/or loading areas shall not face public streets.
8. Pedestrian linkages to nearby neighborhoods, other commercial projects, and the street edge shall be provided.
9. Access between transit stops and building entrances shall be clearly defined.
10. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.

Planted islands and pedestrian walkways shall be provided to connect parking and building entries.

12. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the facade of the structure shall be consistent with the colors and materials and character of the primary structure.
13. Dwellings may have indirect access to their parking stalls.

C. SERVICES

1. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.
2. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
3. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.
4. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.
5. Trash facilities and recycling containers shall always be within covered enclosures.
6. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. BUILDING SIZE AND MASSING

1. On larger lots, new structures should be clustered to create plazas or pedestrian malls in order to prevent long rows of buildings.
2. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be approved subject to a Minor Use Permit.
4. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.
5. Where appropriate, buildings shall include varying heights to reduce massing.

E. OUTDOOR SPACE

Courtyard and outdoor space areas may be located on the ground or upper floors.

Required residential outdoor space

1. Required yard outdoor space (including balconies and patios) shall be provided for each residential unit as follows:
 - a. Studio units- fifty (50) square feet.
 - b. One bedroom units- seventy-five (75) square feet.
 - c. Two (or more) bedroom units- one hundred (100) square feet.
2. Required recreational facility area shall be provided for each residential unit as follows:
 - a. Studio units- one hundred (100) square feet.
 - b. One bedroom units- one hundred and fifty (150) square feet.
 - c. Two (or more) bedroom units- two hundred (200) square feet.

3. Required recreational facilities shall be provided in one or more of the following manners to the satisfaction of the Director:
 - a. Landscaped park-like quiet area.
 - b. Children's play area.
 - c. Fitness facility.
 - d. Family picnic area.
 - e. Swimming pool with cabana or patio cover.

Required non-residential/commercial open space

1. Non-residential open space shall equal a minimum of fifteen percent (15%) of net lot area.
2. The non-residential open space requirement may be accomplished through the incorporation of outdoor dining and public gathering areas.
3. Outdoor dining areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count toward the fifteen percent (15%) minimum open space requirement.

F. LANDSCAPE

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

1. No private landscaping is required in front of the building if built to property line.
2. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.
3. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
4. Courtyards located over garages shall provide multiple, well placed landscape areas that are integrated into both the design of the building and the courtyard it is located within.
5. Landscape shall not obscure the visibility of ground floor storefronts.
6. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.
7. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.
8. All landscaping shall be no more than 30" in height within the clear sight line setback zone defined as eight (8) feet from curb line at the centerline of the driveway, diminishing to the curb line measured fifty (50) feet from the centerline of the driveway in both directions.

CHAPTER 7

ARCHITECTURAL STANDARDS

7.1.010 PURPOSE AND APPLICABILITY

A. PURPOSE

The standards in this section provide direction for the design of buildings, appurtenances, and site elements within the Soledad Canyon Road Corridor Planning Area. The materials, methods, and forms herein are recommended. Other materials, methods, and forms will require explicit approval from the review authority, based on a finding that they conform to the design intent of this Code.

B. APPLICABILITY

The intent of these guidelines is to retain and encourage architectural variety, promote quality development, and ensure that both existing and new development:

Is compatible in size, scale, and appearance with the character of the Soledad Canyon Road Corridor Plan;

Is attractive and an asset to the community;

Preserves and enhances natural features of a site;

Incorporates quality articulation, community character features, multiple building forms, desirable building details, and other elements that display excellence in design;

Provides pedestrian-oriented design to enrich the pedestrian experience;

Promotes the use of high quality materials; and

Incorporation of green building components.

GOALS

The overarching objective of these Architectural Standards is to establish a distinguishable character unique to the community.



7.1.020 GENERAL DESIGN

A. PROJECT ENTRY DESIGN

Project entries shall be easily identifiable and aesthetically pleasing. Entries shall be designed to complement the overall style of the project.

1. The following accent features shall be incorporated into the project entry, subject to the discretion of the Director:
 - a. Ornamental plantings;
 - b. Planted driveway medians (minimum seven feet wide);
 - c. Recirculating water features;
 - d. Architectural monuments;
 - e. Decorative walls;
 - f. Enhanced paving (colored, textured, and permeable); and
 - g. Accent lighting.

B. PUBLIC PLAZA SPACES

Specialized, defined public outdoor space shall be incorporated into the overall building and project design per the allowed building and frontage type, subject to the discretion of the Director.

1. Pedestrian oriented squares, courtyards, arcades, atriums, verandas, balconies, and roof terraces, shall be placed and designed to encourage attention and the presence of people day and night.
2. Outdoor spaces shall have clear, recognizable shapes that reflect careful planning and not be a result of “left over” areas between structures.
3. Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art should be utilized and should complement the project’s architectural character.
4. Shade trees, umbrellas, and shade bars that provide relief from the sun should be incorporated within public outdoor spaces where appropriate.

C. CART RETURN, LOADING & DELIVERY

Service and loading areas shall be located and designed for convenient access by tenants, for easy access by service vehicles, and to minimize circulation conflicts with other uses on site.

1. Cart return facilities shall be consistent with the design of the project and building architecture. Similar or the same materials shall be used on the return as the buildings.
2. Cart returns within the parking lot shall be designed with a minimum of three (3) foot landscape planters on each side.
3. Service, utility, and loading areas shall be carefully designed, located, and integrated into the site plan. These areas shall be located and designed for easy access by service vehicles, for convenient access by each tenant and to minimize circulation conflicts with other site uses. These critical functional elements shall not detract from the public view shed area or create a nuisance for adjacent property owners.
4. Loading areas shall be located in the rear of the site. Loading areas located near a side street shall be adequately screened from public view.
5. Loading and delivery space shall be provided for all development subject to the discretion of the Director.



D. PARKING LOT SCREENING

All parking lots shall be adequately screened with walls, berms, and landscaping to prevent headlight and visual impacts to public streets and surrounding properties.

1. A landscaping buffer shall be provided between the parking area and public right-of-way. The buffer may be designed to provide stormwater retention through wet or dry swales, sumps, etc.
2. A 36-inch to 42-inch high berm, headlight hedge, or aesthetically pleasing masonry wall shall be provided to screen any parking area at the street periphery.
3. When walls are used to screen parking, breaks should be provided to allow pedestrian circulation.





E. WALLS AND FENCES

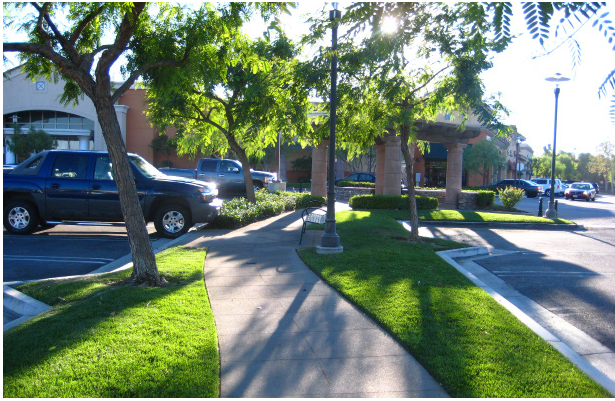
Walls and fences shall be designed to blend with the site's architecture. Landscaping shall be used in combination with walls to soften the appearance and to aid in the prevention of graffiti.

1. The use of chain link fence is prohibited.
2. Wrought iron fences should have iron posts and/or brick or stone piers.
3. Both sides of perimeter walls shall be architecturally treated and shall blend with the site's architecture. A minimum of a three (3) foot landscape planter is required adjacent to any wall or fence.
4. Garden walls, and retaining walls exposed to public view, should be made of a natural material, brick, stone, or stucco compatible with the design of the principal building.
5. Uses adjacent to residentially zoned property or property developed with a residential use, shall provide a minimum six (6) foot high masonry wall along all common lot lines. In addition, fifteen (15) gallon trees shall be installed and maintained along the inside of the wall in a minimum five (5) foot wide planter. The trees shall be located a maximum of twenty (20) feet apart for the length of the common lot line or to the satisfaction of the Director.
6. Patio walls shall be no taller than 36 inches. Walls shall have a minimum of a two (2) foot planter around all wall faces.

F. GENERAL DESIGN PRINCIPLES

Projects shall be designed to integrate the following design principles. The following are general design principles that apply to all new development to ensure that projects possess quality design attributes.

1. Richness of material surface and texture.
2. Muted earth tone colors (such as off-whites, ochres, umbers, beiges, tans, browns, or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents.
3. Significant wall articulation (insets, canopies, wing walls, trellis features, arches, colonnades).
4. Full-sloped roofs, multi-planed roofs (combination of pitched and flat roofs).
5. Window configurations compatible with the design of the building.
6. Articulated building mass and form.
7. Landscape elements, which include plantings and hardscape, that complement the type of architecture, enhance building and site design, and are integrated into the surrounding context.
8. Plazas, landscaped areas, fountains, public art, textured pavement, and vertical building features should be combined to create focal points and identity.
9. Functional and aesthetic vehicular and pedestrian connections to adjacent sites should be considered during site plan development.
10. Dead end drive aisles shall be avoided.
11. Pedestrian links shall be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving. Pedestrian links should be consistent with Title 24 California Building Code of Regulations accessibility requirements.



G. DESIRABLE ELEMENTS OF A PROJECT DESIGN

In addition to the elements previously listed, all projects shall possess the following:

1. Comprehensive sign program integrated with the building, site, and landscape design.
2. Visually distinctive, inviting, and identifiable site and building entrances.
3. Clear vehicular access and circulation.
4. Safe and practical access for pedestrians.
5. Parking areas that are landscaped and screened from public view.
6. Architecturally integrated and concealed mechanical equipment.



H. UNDESIRABLE ELEMENTS OF A PROJECT DESIGN

The following elements shall be avoided:

1. Large blank, unarticulated wall surfaces.
2. Exterior materials that are inconsistent with the architectural design or style of the project.
3. Exposed, untextured concrete precision block walls.
4. Highly reflective surfaces.
5. Visible outdoor storage, loading, and equipment areas.
6. Disjointed parking areas and complex circulation patterns.
7. Large parking areas visible to major thoroughfares.
8. Large, out-of-scale signs.

7.1.030 ARCHITECTURAL STANDARDS FOR SPECIFIC STYLES

A. STYLE PRECEDENTS

This section identifies the Rustic Californian architectural style allowed within the Soledad Canyon Road Corridor. This style was selected by the community during the public outreach effort and also reflects the style of recent buildings that have been constructed within the corridor and surrounding area. The standards listed in this section seek to achieve two purposes: 1) to create high-quality projects whose designs will create a sense of place both on their immediate property as well as along the length of Soledad Canyon Road; and 2) to simplify the development review and approval process by laying out clear, specific design criteria and expectations.

The standards listed in this section provide a broad overview of the Rustic Californian style, but are not comprehensive. Designers and applicants are encouraged to create projects that use not only the design elements listed, but also other elements that are appropriate and in keeping with the respective style. The standards listed serve as a development framework and practical style manual with the understanding that each building or project must fit the context of its specific site and surroundings. While projects shall comply with the standards for the applicable building types listed in this section, designers do have flexibility in the kinds of style elements they choose to use and how they apply the respective style to their projects. Creative designs are encouraged and expected.

B. CONFLICTING REQUIREMENTS

Notwithstanding the encouragement for creativity and a project's individual styling, should a conflict arise in the application of site/building elements, appurtenances, materials, configurations, etc., the general standards for the Rustic Californian style shall control. In such instances, the approving authority shall have the final word in what is and what is not consistent with the standards for the Rustic Californian style.

7.1.040 RUSTIC CALIFORNIAN



ESSENTIAL CHARACTERISTICS OF RUSTIC CALIFORNIAN

- OPEN TIMBER TRELLISES
- STONE VENEER
- COVERED WALKWAYS
- SIMPLE EARTHY COLORS
- DECORATIVE KNEE BRACING

A. CHARACTER

The required architectural style for the Soledad Canyon Road Corridor is “Rustic Californian”, which is a mix of the architectural elements found in Mission Revival, Arts and Crafts, Craftsman, and Ranch styles. The utilization of commonly recognized elements authentic to each of these architectural styles, coupled with the introduction of natural materials such as stone veneer, exposed timbers, and selective accents typically employed with these styles helps to create a cohesive design with a contemporary appeal.

Although the following items are considered the most typical character defining features of Rustic Californian architecture, not all of these will apply to each Rustic Californian-style building. Each building must be addressed individually and is subject to the discretion of the Director or other approval body.



B. WALL ARTICULATION

Since the “Rustic Californian” style takes its cues from several architectural styles, the elevations should be well articulated with several elements. A combination of roof forms and wall planes should be used to articulate the building. Typical elements that could be incorporated include:

1. Tower elements.
2. Covered walkways.
3. Open trellises.



C. ROOF ELEMENTS

A single building design may be composed of several roof forms such as:

1. Low-pitched gabled.
2. Shed or compound shed.
3. Low-pitched hip roofs.
4. Exposed overhangs with timber elements.
5. Prominent roof design.



D. OPENINGS

1. Doors and windows typically detailed with trim accent.
2. Combination of arched and flat head window and door styles.
3. Enhanced entries with roof and wall articulation elements.

E. ATTACHED ELEMENTS

Attached elements should include connections that take into consideration the detailing that was utilized in the Mission Revival, Arts and Crafts, Craftsman, and Ranch styles including but not limited to:

1. Open timber trellises.
2. Limited metal/wrought iron detailing.

F. VENTS

1. Attic vents are often found on gable ends and have a simple trim surround.
2. May be grouped with small accent windows. Sometimes found as decorative grills.
3. Awnings supported by wood or metal members that tie back to the main structure.

G. ACCENTS

Trim, color accents, and materials are to be complementary to each other and reminiscent of Mission Revival, Arts and Crafts, Craftsman, and Ranch styles. Typical accents include:

1. Knee bracing at gable end
2. Roof overhang detailing
3. Siding enhancement
4. Iron or metal work
5. Exposed wood members and attachments
6. Integration of natural materials

H. WALL SURFACE MATERIALS

Appropriate primary wall surfaces include, but are not limited to:

1. Native stone veneer
2. Cement plaster stucco
3. Smooth and hand-troweled stucco
4. Tile
5. Rustic masonry
6. Wood siding or wood shingles
7. Cement/fiber siding (6-12 inch horizontal siding)
8. Brick

Inappropriate primary wall surfaces include, but are not limited to:

1. Simulated materials such as cement brick
2. T-111 siding
3. Metal siding
4. Slump stone
5. Precision block
6. Highly polished materials
7. "Spanish lace" or knock down stucco
8. Mirror glass and heavily tinted glass
9. Corrugated fiberglass



I. WALL DETAILS AND ACCENTS

Appropriate wall materials, details, and accents include, but are not limited to:

1. Accent tile
2. Stucco corbels, lintels, and sills
3. Heavy wood beams
4. Exposed timber rafter tails
5. Clay tile vents
6. Wood vents
7. Recessed niches
8. Arches
9. Colonnades
10. Deep overhangs
11. Wrought iron
12. Wood trellises/shading devices
13. Decorative knee bracing
14. Wood casement or fixed windows (multi-lite)
15. Wood doors with wood trim



Inappropriate wall materials, details, and accents include, but are not limited to:

1. Chrome
2. Plastic
3. Aluminum windows or highly polished materials

J. ROOFING MATERIALS

Appropriate roofing materials, forms, and accents include, but are not limited to:

1. Cement tiles
2. Dimensional asphalt/composite shingles
3. Standing seam/metal roofing
4. "Cool roof" built-up roofing
5. Traditional two-piece tapered, multi-colored terra cotta or clay barrel tiles with an approximate 20 percent grounded concrete boost in the field tiles
6. Barrel tile caps at roof hips
7. Double tiles or boosted tiles at eaves



Inappropriate roofing materials, forms, and accents include, but are not limited to:

1. Simulated clay or concrete roofing tiles
2. Wood shingles/shakes
3. Corrugated metal/fiberglass panels
4. S-tiles



K. COLORS

The following items are intended to promote well-coordinated color palettes that integrate with the other exterior gestures of a building:

1. Light, subtle earth tones such as tan, beige, sand, and cream, used in conjunction with bold, rich complementary accents, are appropriate color choices.
2. Simple color schemes involving a maximum of three colors are recommended.
3. Bright colored walls are discouraged.
4. Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.
5. Brighter colors should be used as accents.



CHAPTER 8

SIGN STANDARDS

8.1.010 PURPOSE

This section contains standards and guidelines for signage to ensure that signs installed throughout the Soledad Canyon Road Corridor are consistent with the overall quality and character of new development. Please refer to the Unified Development Code for all sign related information or regulations not specifically addressed in this section of the Soledad Canyon Corridor Plan.

8.1.020 APPLICABILITY

The provisions of this Section apply to proposed development and land uses in addition to all other applicable requirements of the base zone. In the event of a conflict between a requirement in this section and the base zone, the requirement in this section shall control.

- a. The sign standards determine the allowed type and size, material, design, and maintenance requirements for signage located throughout the Soledad Canyon Corridor planning area. In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply.
- b. All issues not specifically addressed herein shall be addressed pursuant to the City of Santa Clarita Municipal Code.
- c. The replacement of signs due to tenant changes is exempt from this section if no other exterior alterations are proposed.
- d. Only those existing or proposed projects deemed consistent with Chapter 7 of this plan shall adhere to the standards set forth in this section of the Soledad Canyon Corridor Plan. All other properties not deemed consistent shall comply with Section 17.51.080 of the Unified Development Code.

8.1.030 PERMIT REQUIREMENTS

A. INDIVIDUAL SIGNS

The Director shall have the authority to review and approve all signs complying with the standards of this Article except as otherwise noted. Any sign requests not complying with these standards shall require Sign Variance approval.

B. SIGN PLAN REQUIREMENTS

1. A master sign plan shall be required for:
 - a. A new project with five or more tenants;
 - b. A project consisting of major rehabilitation work on an existing project with five or more tenants, that involves exterior remodeling, and/or the application proposes modification to 50 percent or more of the existing signs on the site within a 12-month period. For the purposes of this Chapter, major rehabilitation includes those projects requiring an Architectural Design Review or Development Review as detailed in Chapter 17.23 of the UDC.
2. Each sign installed or replaced shall comply with the approved master sign plan.

C. STANDARDS

1. For each business establishment, the total sign area permitted shall be three (3) square feet of total sign area for each linear foot of primary frontage facing a street or internal pedestrian walkway. Sign area for monument signs shall not count towards this requirement.
2. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, the façade facing Soledad Canyon Road shall be considered the primary elevation.
3. Signage on secondary elevations shall count towards the total sign area permitted for each establishment.
4. The method of sign attachment to the building should be integrated into the overall sign design.
5. Signs should not cover up windows or important architectural features.
6. Flush mounted signs should be positioned within architectural features, such as the window or panel above the storefront or flanking the doorways.
7. Flush mounted signs should align with other signs in the project center to maintain the existing pattern.
8. External illumination of signs and awnings is preferred.
9. Lighting of all exterior signs should be directional to illuminate the sign without producing glare on pedestrians autos, or adjacent residential units.
10. Electrical connections should not be visible on signs.
11. To conserve energy, there should be a standard shut-off time for illuminated signs for businesses that do not operate at night.
12. A single development with more than five users should provide a unifying sign theme through a sign program. All signs should be consistent with each other in the following ways:
 - a. Type of construction materials
 - b. Letter size
 - c. Method of sign support
 - d. Configuration of sign area
 - e. Shape of total sign and related components
13. Illumination should consist of incandescent, halogen, neon, LED, and metal halide light sources only. High pressure sodium, low pressure sodium, and fluorescent lighting are strongly discouraged.
14. Contrasting colors should be used between the color of the background and the letters of symbols used. Light letters on a dark background or dark letters on a light background are most legible.
15. Colors or color combinations that interfere with the legibility of the sign copy should be avoided.
16. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.
17. The location of all permanent signs should be incorporated into the architectural design of the building. Placement of signs should be considered part of the overall facade design. Sign locations should be carefully considered, and align with major architectural features.
18. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

19. All signs (including temporary signs) should present a neat and aligned appearance.
20. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.
21. All master Sign Plans shall comply with the standards of this section.

8.1.040 SIGN TYPE STANDARDS & GUIDELINES

For the purposes of this plan, the following Sign Types are established and permitted per the requirements:

- A. MONUMENT SIGNS**
- B. GRAND PROJECTING SIGNS**
- C. MARQUEE SIGNS**
- D. WALL SIGNS**
- E. BLADE SIGNS**
- F. AWNING FACE SIGNS**
- G. RECESSED ENTRY SIGNS**
- H. WINDOW SIGNS**
- I. BUILDING IDENTIFICATION SIGNS**
- J. TEMPORARY BANNER SIGNS**
- K. PORTABLE SIGNS**
- L. DIRECTIONAL/ INFORMATIONAL SIGNS**
- M. INCIDENTAL BUSINESS SIGNS**
- N. REAL ESTATE SIGNS**
- O. FUEL PRICING SIGNS**
- P. FUEL SALES CANOPY SIGNS**

A. MONUMENT SIGN

Monument signs are permitted in all zones: subject to the following regulations:

1. Number

- a. Only one monument sign may be permitted on any lot or parcel of land having a minimum of one hundred (100) feet of continuous street or highway frontage. For the purposes of calculating frontage on a corner lot, frontage shall include the total linear distance of such lot(s) on each of the streets.
- b. In the event of any lot or parcel of land having continuous street frontage exceeding one hundred (100) feet, one additional monument sign shall be permitted for each additional four hundred (400) feet of continuous frontage. In no event, however, shall a monument sign be located closer than two hundred fifty (250) feet from any other monument or freestanding sign on the same property or center.
- c. In order to reduce the number of nonconforming signs within the City, no parcel of land whereon there exists any legal nonconforming pylon sign shall be allowed a monument sign unless at least one existing legal nonconforming pylon sign or billboard of equal or greater sign area is first removed.

2. Area and Height

- a. A maximum area of fifty-four (54) square feet per sign face, including the base, shall be permitted.
- b. Larger centers of three (3) or more acres or where visibility constraints justify a monument sign may have an area exceeding fifty-four (54) square feet per sign face, including the base, and a maximum height of up to eight (8) feet pursuant to a sign review for enhanced signing per Section 17.23.190 of the UDC.
- c. A monument sign shall have no more than two (2) sign faces.
- d. A maximum height of six (6) feet shall be permitted.

3. Address and Content

- a. Monument signs shall clearly show the property address with letter sizes not to exceed eight (8) inches in height.
- b. Only name and/or symbol of retail/office center (or name of retail/office center and on-site businesses or organizations) and addresses may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.

4. Multiple-Tenant Monument Signs

- a. Displaying five (5) or more tenants per sign face are permitted pursuant to a master sign plan.



EXAMPLE OF MONUMENT SIGN

B. GRAND PROJECTING SIGNS

Grand Projecting Signs are tall, large, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

1. Number

- a. Only one (1) Grand Projecting Sign shall be permitted per establishment.

2. Area, Height and Width

- a. The area of Grand Projecting Signs shall count towards the total sign area permitted based on the Linear Frontage Ratio.
- b. The maximum sign area of Grand Projecting Signs shall not exceed thirty-six (36) square feet. A maximum sign area of forty-eight (48) square feet may be approved pursuant to an enhanced Sign Review.
- c. Grand Projecting Signs shall be at least twelve (12) feet and no more than thirty (30) feet in height from the bottom-most part of the sign to the tallest part of the sign.
- d. Letter width shall not exceed two-thirds (2/3) of the sign width.

3. Location

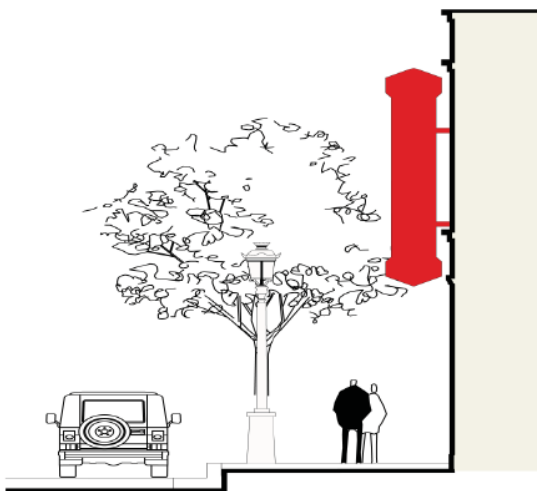
- a. Including the attachment apparatus, Grand Projecting Signs shall project no more than three (3) feet from the façade of the building. Grand Projecting Signs may project up to four (4) feet from the façade of the building pursuant to an enhanced Sign Review.
- b. Grand Projecting Signs shall not encroach into the public right of way.
- c. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the level of pedestrian walkways.
- d. No portion of a Grand Projecting Sign shall extend above the roofline.

4. Lighting

- a. Grand Projecting Signs may not use animation, chase lights or flashing lights.
- b. Grand Projecting Signs shall be illuminated by halo illumination or exposed incandescent bulb illumination only.

5. Content

- a. Letters shall be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.
- b. Only name and/or symbol of retail/office center (or name of retail/office center and on-site businesses or organizations) and addresses may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.



C. MARQUEE SIGNS

Marquee signs for approved movie and live performance/theater uses are permitted in all approved zones subject to the following regulations:

1. Number

- a. Only one (1) Marquee Sign shall be permitted per establishment.

2. Area and Height

- a. Signs shall be proportional in sign area to the structure on which they are located.
- b. Signs shall not exceed fifteen (15) feet in height.

3. Location

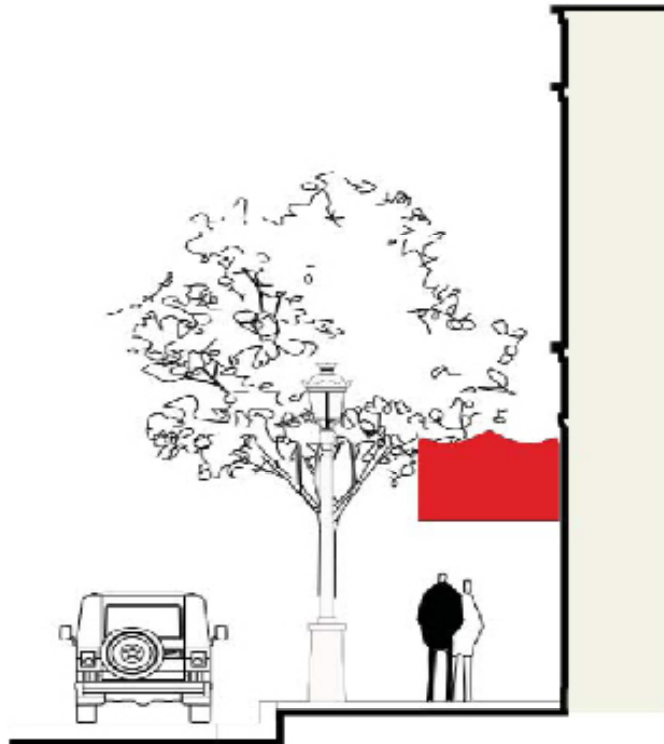
- a. Marquee signs shall be located no closer than two hundred-fifty (250) feet from another existing marquee sign.

4. Lighting

- a. Signs may be internally or externally lighted.
- b. No electronic copy or digital media shall be permitted.

5. Content

- a. Name of movie or live performance theater may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.



EXAMPLE OF MARQUEE SIGN

D. WALL SIGNS

Wall Signs are signs that are located on, and parallel to, a building wall are subject to the following regulations:

1. Number and Area

a. Ground-Floor Establishments

- i. Each ground-floor establishment with a separate entrance shall be permitted one primary wall sign along the main elevation with a primary entrance, facing a street, on-site parking area or internal pedestrian walkway. A maximum of one and one-half (1.5) square feet of wall sign area for each one linear foot of building or tenant frontage shall be permitted.
- ii. Each ground-floor establishment with a separate entrance shall be permitted secondary wall signs along up to two (2) other elevations (including the rear) with a secondary entrance, facing a street, on-site parking area or internal pedestrian walkway. A maximum of one-half (1/2) the allowable area of the primary wall sign shall be permitted.
- iii. A ground-floor retail establishments with two (2) entrances along the main elevation may be permitted two (2) primary wall signs along the main elevation, pursuant to a sign review for enhanced signing and the following regulations:
 - (1) The main elevation shall have a minimum frontage of one hundred and fifty (150) feet, and a minimum gross floor area of ten thousand (10,000) square feet.
 - (2) The combined area of all signing along the main elevation shall not exceed one and one-half (1.5) square feet of wall area for each one linear foot of building or tenant frontage.
 - (3) The wall signs shall have the same design and shall be located adjacent to or above the building entrances.
- iv. Larger ground-floor retail establishments may be permitted up to four (4) supplemental wall signs along the main elevation to advertise services provided or sub-tenants, pursuant to a sign review for enhanced signing and the following regulations:
 - (1) The main elevation shall have a minimum frontage of one hundred and fifty (150) feet, and a minimum gross floor area of ten thousand (10,000) square feet.
 - (2) The combined area of all signing along the main elevation shall not exceed one and one-half (1.5) square feet of wall area for each one linear foot of building or tenant frontage.
 - (3) The combined area of all supplemental signs shall not exceed twenty-five (25) percent of the area of all signing along the main elevation.

b. Shared Entrances

- i. Any building containing establishments that front only an interior mall having a limited number of entrances shall be considered a single establishment for the purpose of computing the number and area of wall signs permitted on the exterior walls of such building.
- ii. Each first- and second-floor establishment that does not have a separate entrance or does not front a street or on-site parking area shall be permitted a maximum sign area of two (2) square feet oriented facing the street, entrance or on-site parking area.

c. Second Floor Establishments

- i. For each second floor establishment with a separate entrance facing a street or on-site parking area, one wall sign with a maximum area of ten (10) square feet shall be permitted. A maximum area of up to twenty (20) square feet may be permitted, pursuant to a sign review for enhanced signing.
- ii. A maximum three (3) wall signs shall be permitted per ground floor establishment with a separate entrance and a maximum one wall sign shall be permitted per elevation of each ground-floor establishment.

2. Height

- a. A maximum height of up to two (2) feet and two vertical lines of text shall be permitted. For initial capital letters or logos, a maximum height of up to two and one-half (2-1/2) feet shall be permitted.
- b. A maximum height of up to eight (8) feet and three (3) or more vertical lines of text may be permitted, pursuant to a sign review for enhanced signing.

3. Width

- a. The maximum width of seventy-five (75) percent of the building or tenant frontage shall be permitted.

4. Location

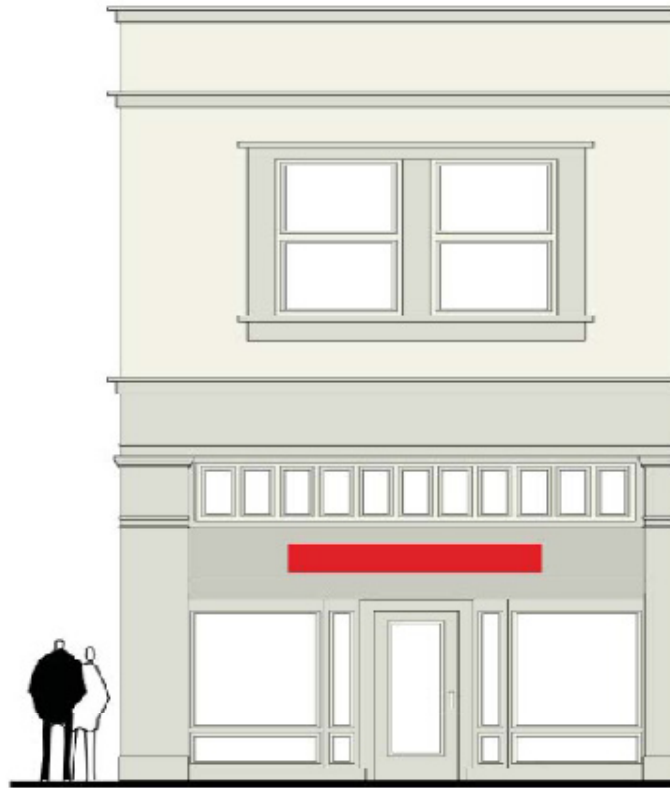
- a. Wall signs shall not extend above eave line or parapet on the lowest point on the sloping roof of the building on which it is located.
- b. Wall signs shall be located approximately parallel to the plane of the building and shall not project more than eighteen (18) inches from the building face.

5. Lighting

- a. Wall signs may be internally or externally lighted. No exposed neon is permitted.

6. Content

- a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



EXAMPLE OF WALL SIGN

E. BLADE SIGNS

Blade Signs are oriented perpendicularly to the building façade and which are suspended under a bracket, armature, or other mounting device. Blade Signs are permitted in all approved zones subject to the following regulations:

1. Number

- a. Only one blade sign shall be allowed per establishment with an entrance fronting onto either a public or private pedestrian walkway.

2. Area, Height and Width

- a. No Blade Sign shall exceed six (6) square feet in size.
- b. The height of the blade sign shall be no more than two (2) feet.
- c. The width of a blade sign shall be no more than three (3) feet.

3. Location

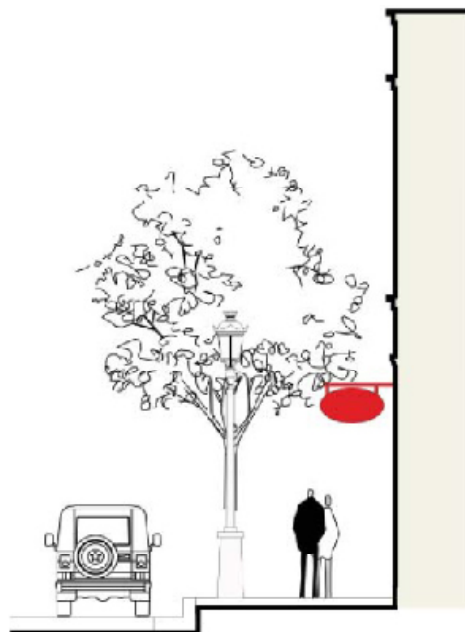
- a. Blade Signs shall project no more than three (3) feet from the façade of the building including attachment apparatus.
- b. No portion of a Blade Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.
- c. Blade Signs shall only be mounted on the wall area below the second floor.
- d. No portion of the blade sign shall encroach into the public right-of-way.
- e. Blade signs may be located underneath awnings.

4. Lighting

- a. Blade signs shall be unlit or externally lit.

5. Content

- a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



EXAMPLE OF BLADE SIGN

F. AWNING FACE SIGNS

Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical “box” awning faces. Awning Face Signs are permitted in all approved zones subject to the following regulations:

1. Number

- a. Only one Awning Face Sign per establishment shall be permitted.

2. Area, Height and Width

- a. No Awning Face Sign shall exceed twenty percent (20%) of the area of the awning face.
- b. The height of the Awning Face Sign shall not exceed eighteen (18”) inches in height when incorporated with a Wall Sign at the same entryway or twenty-four (24”) inches when not incorporated with a Wall Sign at the same entryway.
- c. The width of the Awning Face Sign shall not exceed seventy-five (75%) of the width of the awning.

3. Location

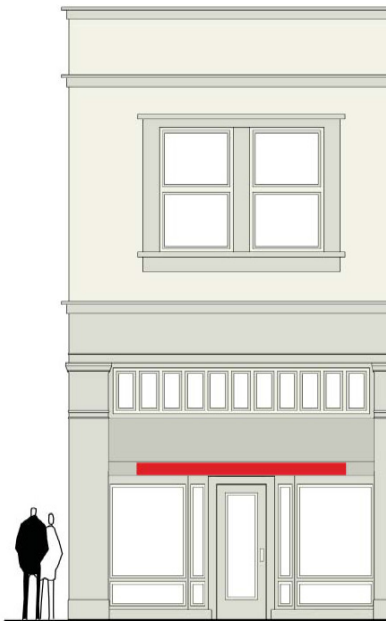
- a. Awning Face Signs shall project no farther from the building than its associated awning.
- b. No portion of an Awning Face Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

4. Lighting

- a. Awning Face Signs shall be unlit or illuminated by external illumination only.

5. Content

- a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.
- b. The sign copy of Awning Face Signs should consist of the same material, vinyl or paint applied directly to the awning.



EXAMPLE OF AWNING FACE SIGN

G. RECESSED ENTRY SIGNS

Recessed Entry Signs are signs that are oriented parallel to the building façade and which are suspended over a recessed entry. Recessed Entry Signs are permitted in all approved zones subject to the following regulations:

1. Number

- a. No more than one (1) Under Awning Sign shall be permitted per establishment per façade.
- b. In no circumstance shall a Recessed Entry Sign be incorporated at the entryway of an establishment that utilizes a Wall Sign at the same entryway.

2. Area, Height and Width

- a. No Recessed Entry Sign shall exceed twenty (20) square feet in size.
- b. The height of a Recessed Entry Sign shall not exceed twenty-four (24") inches in height.
- c. The width of a Recessed Entry Sign shall not exceed ten (10') feet or seventy-five (75%) of the establishment frontage, whichever is less.

3. Location

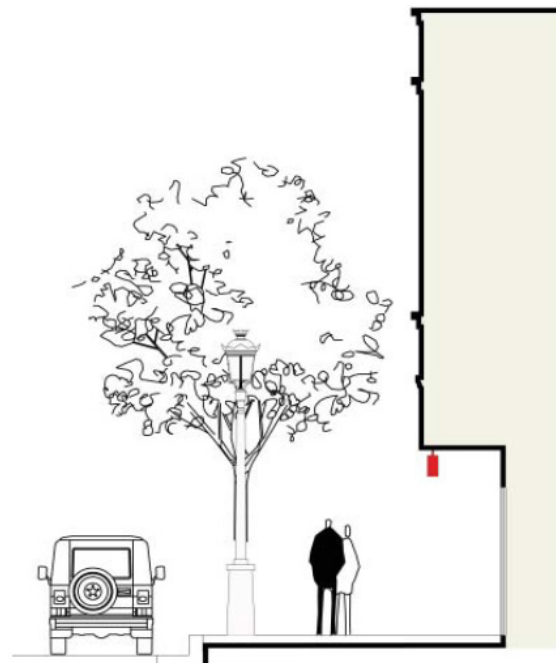
- a. Recessed Entry Signs shall not project beyond the façade of the building.
- b. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

4. Lighting

- a. Recessed Entry Signs should be illuminated by external illumination only.

5. Content

- a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



EXAMPLE OF RECESSED ENTRY SIGN

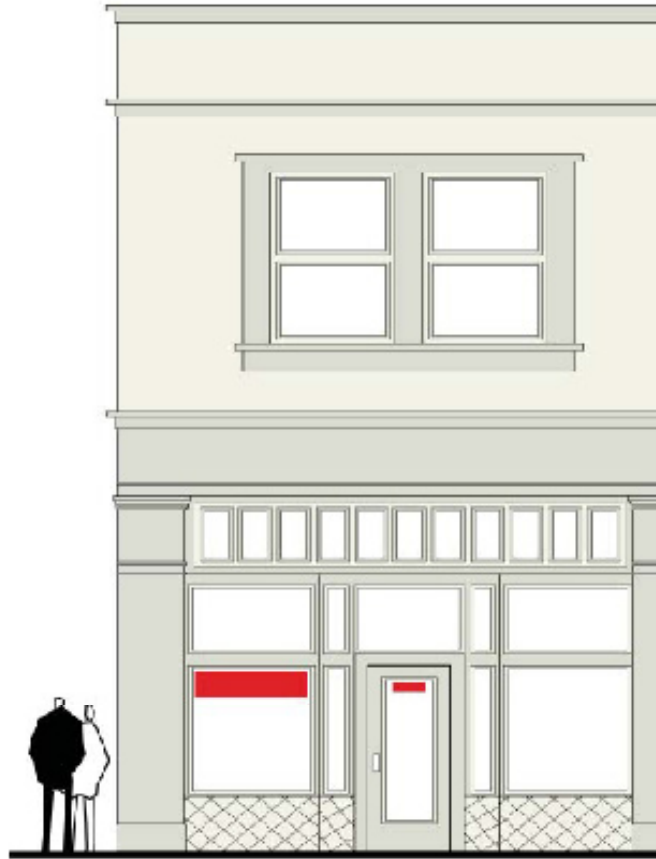
H. WINDOW SIGNS

1. Guidelines

- a. Window signs are permitted in all zones; provided, that such signs do not exceed twenty five (25) percent of the area of any single window or of adjoining windows on the same frontage. This provision is not intended to restrict signs utilized as part of a window display of merchandise when such signs are incorporated within such display.

2. Content

- a. Business name business logos, and services incidental to the business may be permitted. Telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.



EXAMPLE OF WINDOW SIGN

I. BUILDING IDENTIFICATION SIGNS

Building Identification Signs are signs which are mounted to the front fascia of an awning or on and parallel to a building wall that announces the name of a building. Building Identification Signs are permitted in all approved zones subject to the following regulations:

1. Number

- a. Only one Building Identification Sign shall be allowed for each multi-tenant building.
- b. Under no circumstance shall both a Building Identification Wall Sign and a Building Identification Awning Sign be permitted for the same building.

2. Location

- a. Building Identification Signs located upon the front fascia of a canopy shall be contained completely within that fascia and oriented parallel to the building wall surface.
- b. Building Identification Awning Signs shall be located only on the fascias of an awning above the primary building entrance and shall be located entirely within the canopy fascia.
- c. Building Identification Awning Signs shall project no farther from the building than its associated canopy.
- d. No portion of a Building Identification Awning Signs shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.
- e. Building Identification Wall Signs shall project no more than one (1) foot from the façade of the building.
- f. Building Identification Wall Signs shall be located only on the frieze, cornice, or fascia area of storefront level; frieze, cornice, fascia, parapet of the uppermost floor; or above the entrance to main building lobby.

3. Lighting

- a. Building Identification Awning Signs should be illuminated by external illumination only.
- b. Building Identification Wall Signs should be illuminated by external illumination or halo illumination only.

4. Content

- a. Building Identification Awning Signs should consist of vinyl or paint applied to canopy, or may be inscribed into the canopy.
- b. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



EXAMPLE OF BUILDING IDENTIFICATION SIGN

J. TEMPORARY BANNER SIGNS

Temporary Banner Signs are permitted in all approved zones subject to the following regulations:

1. Time Limits

- a. Signs shall be limited to sixty (60) days per calendar year for each establishment. This time may be utilized in any combination of duration; however, the number of special events shall not exceed five (5) per calendar year.

2. Height and Area

- a. Signs shall be limited to three (3) feet in height and sixty (60) square feet in area and may not include prices, telephone numbers, leasing information, name brands or specific items for sale. The sign area of Temporary Banner Signs shall not count towards the total allowable sign area for each establishment.

3. Location

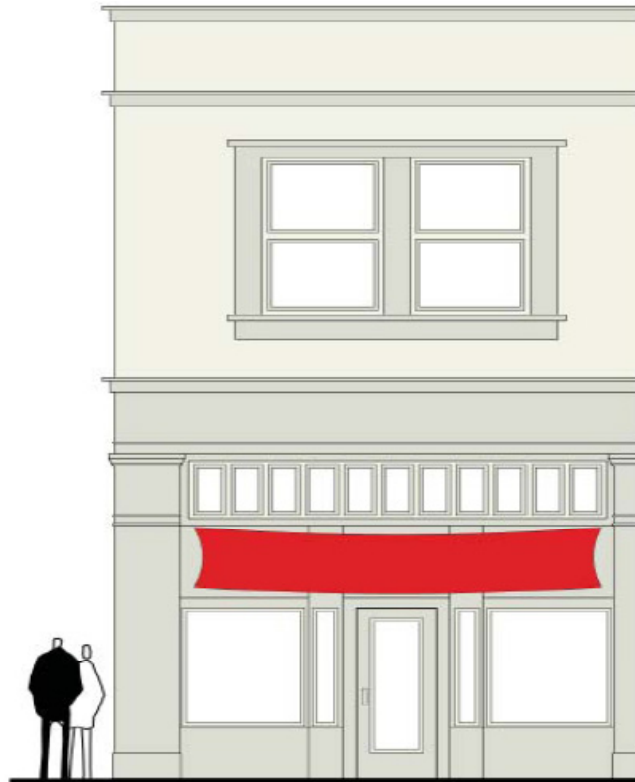
- a. Signs shall be affixed wholly to the structure or site associated with the special event, shall not extend above the roofline and shall not encroach into the public right-of-way.

4. Content

- a. Name of business and/or a unique event, happening, action, or occasion permitted to occur on-site may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.

5. Construction Activity

- a. A business located within a commercial center, undergoing construction, with an active building permit, may be permitted one temporary banner in lieu of a wall sign, during the period of construction.



EXAMPLE OF TEMPORARY BANNER SIGN

K. PORTABLE SIGNS

A portable sign is a sign that is self-supporting, designed to be moveable and not structurally attached to the ground, a building, a structure or another sign. Portable signs include, but are not limited to, sandwich board signs, A-frame signs, and other similar signs.

1. Number

- a. One (1) Portable Sign shall be permitted for each establishment with an entryway directly accessed from an internal pedestrian walkway or the public right-of-way. Portable Signs are not permitted in the public right-of-way.

2. Area, Height and Width

- a. The maximum allowable sign area shall be six (6') feet for each of a total of two (2) permitted sign faces.
- b. The maximum allowable height of a Portable Sign shall be three (3') as measured from the grade of the walkway upon which it is located.
- c. The maximum allowable width of a Portable Sign shall be two (2) feet. The maximum width shall be measured as a part of the entire Portable Sign structure.

3. Location

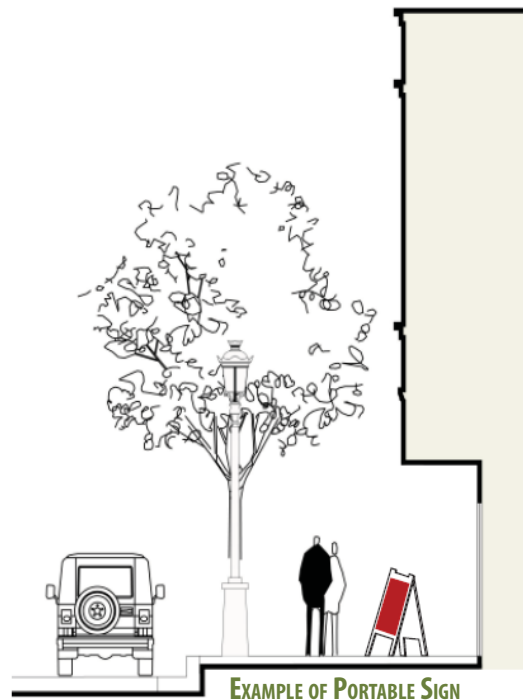
- a. Portable Signs may be located on private property and are prohibited within any drive internal drive aisle or any portion of the public right-of-way.
- b. Portable Signs shall be only be located directly adjacent to the associated establishment.
- c. Hand-held portable signs are prohibited.

4. Lighting

- a. Portable signs shall remain unlit.

5. Content

- a. Business name business logos, and services incidental to the business and prices may be permitted. Telephone numbers, web addresses are prohibited.



L. DIRECTIONAL/INFORMATIONAL SIGNS

Directional/Information signs may be approved subject to Section 17.51.080 (j) of the UDC and shall not count towards the total permitted sign area.

M. INCIDENTAL BUSINESS SIGNS

Incidental Business signs may be approved subject to Section 17.51.080 (k) of the UDC and shall not count towards the total permitted sign area.

N. REAL ESTATE SIGNS

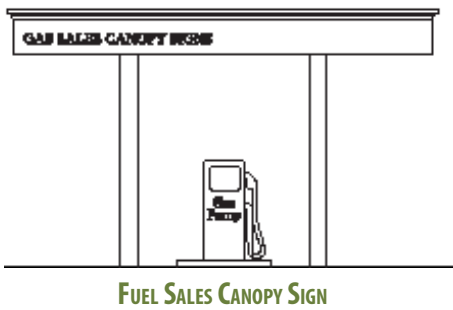
Real Estate signs may be approved subject to Section 17.51.080 (o) of the UDC and shall not count towards the total permitted sign area.

O. FUEL PRICING SIGNS

Fuel Pricing signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.

P. FUEL SALES CANOPY SIGNS

Fuel Sales Canopy signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.



CHAPTER 9

STREET AND STREETScape STANDARDS

9.1.010 PURPOSE AND APPLICABILITY

A. PURPOSE

This section identifies the street and streetscape types allowed within the Soledad Canyon Road Corridor Planning Area, and provides design standards to ensure that proposed development is consistent with the City's goals for the character of the public realm of the street. These standards also establish an environment that encourages and facilitates pedestrian activity. The proposed street network is based on projected development permitted by the Land Use Element of the General Plan.

B. OBJECTIVES AND PURPOSE

1. Make Soledad Canyon Road a walkable community by retrofitting pedestrian connections and facilities into existing development where needed, and by promoting healthy streets in new development.
2. Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.
3. Establish safe and aesthetically pleasing environments that encourage and facilitate pedestrian and non-motorized activity.
4. Create walkable communities in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.
5. Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

CITY OF SANTA CLARITA GENERAL PLAN

The Santa Clarita Valley circulation system provides vital connections linking neighborhoods, services, and employment centers throughout the community and the region. A comprehensive transportation network of roadways, multi-use trails and bike paths, bus transit, and commuter rail provides mobility options to valley residents and businesses. Planning for the ultimate location and capacity of circulation improvements will also enhance economic strength and quality of life in the Santa Clarita Valley.

6. Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage.
7. Encourage providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.
8. Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way.
9. Provide provisions for equipment and facilities to support the use of bicycles as an alternative means of transportation.

9.1.020 SOLEDAD CANYON ROAD- EXISTING

A. EXISTING CONDITION

From approximately Camp Plenty Road to Solamint Road, Soledad Canyon Road is defined by its functionality as a vehicular corridor for surrounding residential neighborhoods and primarily consists of one story commercial buildings. Many of these buildings were constructed in the 1960s - 1970s and reflect a style that lacks distinctive architectural character. The buildings are reminiscent of the development patterns of the era, with buildings located to the rear of the property with parking fields in the front. Soledad Canyon Road is an urban thoroughfare consisting of six traffic



EXHIBIT A



EXHIBIT B

lanes and partially landscaped medians throughout. The existing right-of-way varies between approximately 116 and 120 feet in width and provides a pedestrian experience limited by obstructions such as newspaper stands and a lack of landscape elements, street furniture and inviting storefronts.

Exhibit A shows the typical condition of Soledad Canyon Road looking west toward Camp Plenty Road. This photo shows the partially landscaped medians, six lanes of traffic and development patterns typical of the 1970s, including an uninviting pedestrian

experience and surface parking lots immediately adjacent to the public right-of-way when development was focused on automobiles, not pedestrians. Pedestrian linkages and amenities were not included in typical projects of the era. Shopping centers and strip commercial buildings were designed with large, sparsely landscaped parking lots located adjacent to the street, with the building store fronts set back far from the sidewalk. The Soledad Canyon Road Corridor Plan works to improve mobility and the livability of the community by encouraging pedestrian access and amenities, as well as improving the streetscape and signage for drivers. Many of the pedestrian spaces in the planning area are constrained by above ground appurtenances obstructing pedestrian and bicycle traffic as demonstrated in Exhibit B. These same appurtenances may reduce sight-lines for drivers and/or obstruct signage and visibility. The Soledad Canyon Road Corridor Plan encourages the development of the public

realm to create environments that are inviting and adequately suited to pedestrian and bicycle traffic, as well as improve the overall look and functionality of Soledad Canyon Road.

Some portions of the sidewalk along Soledad Canyon Road are no more than 4 feet in width while other segments are in excess of 10 feet wide and contain obstructions such as utility boxes and news racks. This situation is shown in Exhibits C and D. Sidewalk width is important, particularly between crosswalks, bus stops, and storefronts because these are the paths that connect pedestrians with the services they need. Minimum, unobstructed width is also important for pedestrians who use wheelchairs, scooters, or other personal mobility devices. While wide sidewalks allow for better pedestrian mobility, other elements are also important such as landscaping, benches, bicycle parking, etc. A coordinated effort is required to ensure the various amenities do not conflict with each other. A primary objective of the Soledad Canyon Road Corridor Plan is to significantly improve the existing condition by incorporating landscaping and street furniture to encourage a pleasant pedestrian environment.



EXHIBIT C



EXHIBIT D

9.1.030 FUTURE CONDITIONS

A. THE STREET

The General Plan designates Soledad Canyon Road as a Major Highway with an ultimate buildout right-of-way of 116 feet with three traffic lanes in each direction. Exhibit E details each of these lanes, the center landscape median, the parkways, and pedestrian and bike oriented sidewalks. It should be noted that the extra wide sidewalks and parkways help create a buffer between the street and the public walkable realm. With the exception of Tier 1 and Tier 2 projects, all construction projects shall be required to build out the ultimate right-of-way along their property frontage.

Changes from Existing Conditions:

- As illustrated in Exhibit E, increase the sidewalk to 10' on each side.
- As illustrated in Exhibit E, add a 5' landscaped parkway.
- As illustrated in Exhibit F, add street trees to the parkway spaced at a distance of 30' on center.
- As illustrated in Exhibit F, provide areas within the parkway for benches, newsstands, and bike racks.

GENERAL PLAN POLICY LAND USE SECTION 3.4.9

Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protection.

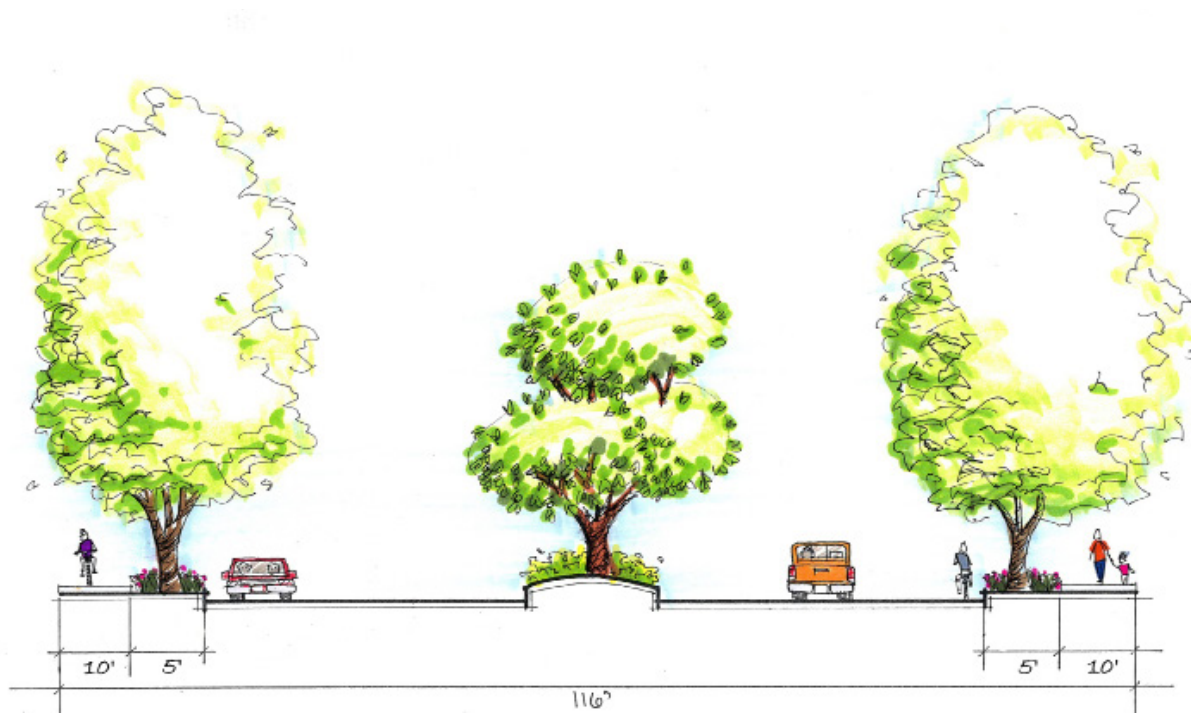


EXHIBIT E: SOLEDAD CANYON ROAD ROADWAY CROSS SECTION

B. THE PARKWAY AND SIDEWALK

The 5 foot wide parkway along Soledad Canyon Road shall have canopy shade trees (street trees) every 30 linear feet on center as shown in Exhibit F, subject to the discretion of the Director or approval body. Applicants are required to plant 24 inch box trees. The variety and tree/plant species shall be determined by the Director. All other unpaved area within the parkway shall be planted with ground cover, flowers, and/or bushes to the satisfaction of the Director. Refer to the Corridor Guidelines on file with the Planning Division for a list of approved amenities and plant species.

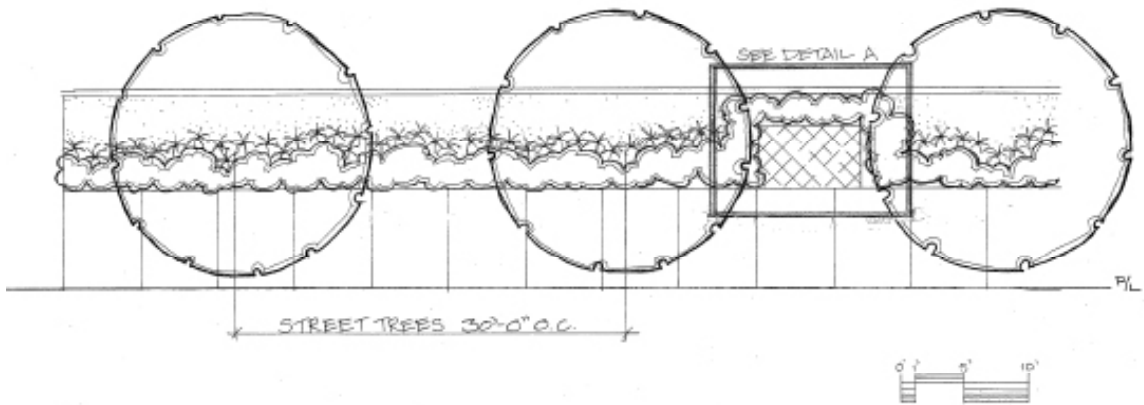


EXHIBIT F: PLAN VIEW SOLEDAD CANYON ROAD CORRIDOR PARKWAY AND SIDEWALK

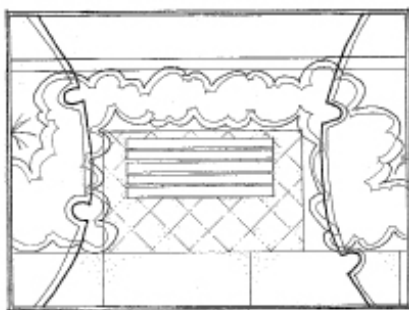
C. PARKWAY AMENITY- BENCH, BIKE RACKS, NEWSSTANDS

As shown below in Detail A, parkway amenities have been established to keep benches, bike racks, and newsstands out of the sidewalk area. The applicant shall refer to the Corridor Guidelines on file with the Planning Division for a list of approved amenities and plant species. At time of project submittal, the Director shall determine what parkway amenities are appropriate and consistent with the Guidelines for the proposed location. This will be determined by the distance to the nearest amenity on adjacent parcels. Parkway amenities shall not generally be located less than 50' from each other.

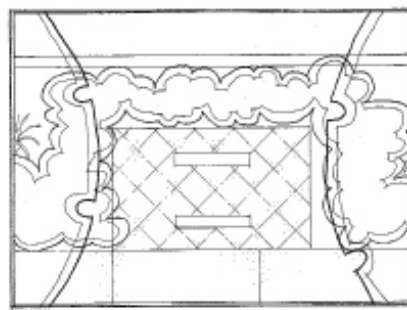


Example of a bench and bike parking suitable for the planning area

DETAIL A



BENCH ALTERNATIVE



BIKE RACK ALTERNATIVE



DETAIL A