

The map displays a residential area with a grid of streets. A central corridor is highlighted with colored zones: a red zone labeled 'L-UC' and several purple zones labeled 'L-U3'. To the north and east of these are yellow zones labeled 'L-U2'. Along the bottom left, there are yellow zones labeled 'L-U1'. The map includes numerous street names such as Via Gayo, Via Farallon, Via Elisandra, Via Calisero, Via Balita, Orchard Village Rd, Via Parol, Via Eliso, Via Decano, Via Castanet, Via Boscamia, Via Amado, Via Corsia, Via Beguine, Via Andorra, Via Rondel, Via Valentia, Via Zankala, Via Sistine, Via Darda, Via Carmela, Via Dina, Via Calinda, Via Bennett Dr, De Wolfe Rd, Atwood Blvd, Peachland Av, Parkman Av, Green Mill Av, Highspring Av, Wheeler Rd, Vermont Dr, Rossmore Ct, Neargate Dr, Apple St, Valley St, Happy V, Lola Ln, Wayman St, Arcadia St, and Bella Vista. The title 'Lyons Corridor Plan' is centered over the map.

# Lyons Corridor Plan

REVISED: MAY 27, 2025

## **Acknowledgements**

### **City Council:**

Bob Kellar, Mayor

Laurene Weste, Mayor Pro Tem

TimBen Boydston

Frank Ferry

Marsha McLean

### **Planning Commission:**

Lisa Eichman, Chair

Charles Heffernan, Vice-Chair

Tim Burkhardt

Dennis Ostrom

Diane Trautman

### **Administration:**

Kenneth Striplin, City Manager

Joe Montes, City Attorney

Greg Murphy, Assistant City Attorney

Tom Cole, Community Development Director

Robert Newman, Director of Public Works

### **Project Team:**

Jeff Hogan, Planning Manager

Mike Ascione, Assistant Planner II

Mike Marshall, Assistant Planner II

### **Former Staff:**

Paul Brotzman, Director of Community Development

Lisa Webber, Planning Manager

Kaitie Groeneweg, Planning Intern

Amanda Lafond, Planning Intern

### **Support Staff:**

Ian Pari, Senior Traffic Engineer

Jessica Frank, Associate Planner

Ben Jarvis, Associate Planner

Patrick Leclair, Associate Planner

Kristina Jacob, GIS Specialist

Dave McCarter, GIS Intern

# CONTENTS

**CHAPTER 1: INTRODUCTION TO THE LYONS CORRIDOR ..... 1**

**CHAPTER 2: PURPOSE AND APPLICABILITY ..... 10**

**CHAPTER 3: REGULATING PLAN AND TRANSECT ZONES ..... 14**

**CHAPTER 4: ZONES AND DEVELOPMENT STANDARDS ..... 19**

**CHAPTER 5: OVERLAY ZONES ..... 28**

**CHAPTER 6: ALLOWABLE LAND USES ..... 30**

**CHAPTER 7: FRONTAGE TYPE STANDARDS ..... 45**

**CHAPTER 8: BUILDING TYPE STANDARDS ..... 52**

**CHAPTER 9: ARCHITECTURAL STANDARDS ..... 63**

**CHAPTER 10: SIGN STANDARDS ..... 76**

**CHAPTER 11: STREET AND STREETScape STANDARDS ..... 92**

# CHAPTER 1

## INTRODUCTION

### Purpose of the Lyons Corridor Plan

This subpart of Title 17 of the City of Santa Clarita Municipal Code shall be known, and may be cited, as the “Lyons Corridor Development Code” or may be cited simply as the “Lyons Corridor Plan”. References to “Code” or “Development Code” within the text of this Code are references to this Lyons 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 Lyons Corridor located within the Newhall community. This Lyons 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 Lyons Corridor planning area, ensuring that they are consistent with, and in furtherance of, the policies and objectives of the General Plan. The Lyons Corridor Plan is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the Lyons Corridor. More specifically, the purposes of this Lyons 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 Lyons Corridor that will assist in protecting and enhancing the community identity of the Lyons Corridor;
- D. Ensure that proposed development and new land uses conserve energy and natural resources;
- E. Facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types to serve the needs of a diverse population; and

### 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 Lyons Corridor is one of these distinctive communities.*



- F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

## Introduction to the Lyons Corridor

### PLAN AREA

*The planning area includes 102 acres consisting of 1,326,000 square feet of building space between the Interstate 5 and Newhall Avenue.*

The Lyons Corridor planning area (Exhibit 1) is located within the City of Santa Clarita on Lyons Avenue, east of Interstate 5 and west of Newhall Avenue. Lyons Avenue is commonly known as the dividing line between the communities of Valencia to the north and Newhall to the south. The planning area embraces 102 acres of mostly commercial development consisting of 1,326,000 square feet of building space.

### History

Newhall was developed in the late 1800s by the Southern Pacific Transportation Company and was typical of other railroad towns of the same era. Centered on present-day Railroad Avenue and Market Streets, Newhall included general stores, saloons, services, churches, and other uses that catered to needs of railroad employees, their families, travelers, and also people who worked the oil fields in Mentryville.

In its earliest days, Lyons Avenue was known as 10th Street and was the main route between Mentryville and Newhall. The first home was constructed on Lyons Avenue/10th Street in 1910, near Arcadia Street. In 1928, Newhall Elementary School moved to its current location at the corner of 11th Street and Walnut Street. This site was just north of 10th Street, close to the downtown commercial center yet safely off the main thoroughfares of 10th Street and San Fernando Road. Businesses clustered around the busy corner of 10th Street and Spruce Street (today's Main Street), serving not only local residents but also travelers who used San Fernando Road to travel between Los Angeles and San Francisco. Downtown Newhall continued to grow, providing an active business district at the east end of Lyons Avenue/10th Street while Mentryville anchored the west end. This created a natural corridor of commerce and services between the two communities.

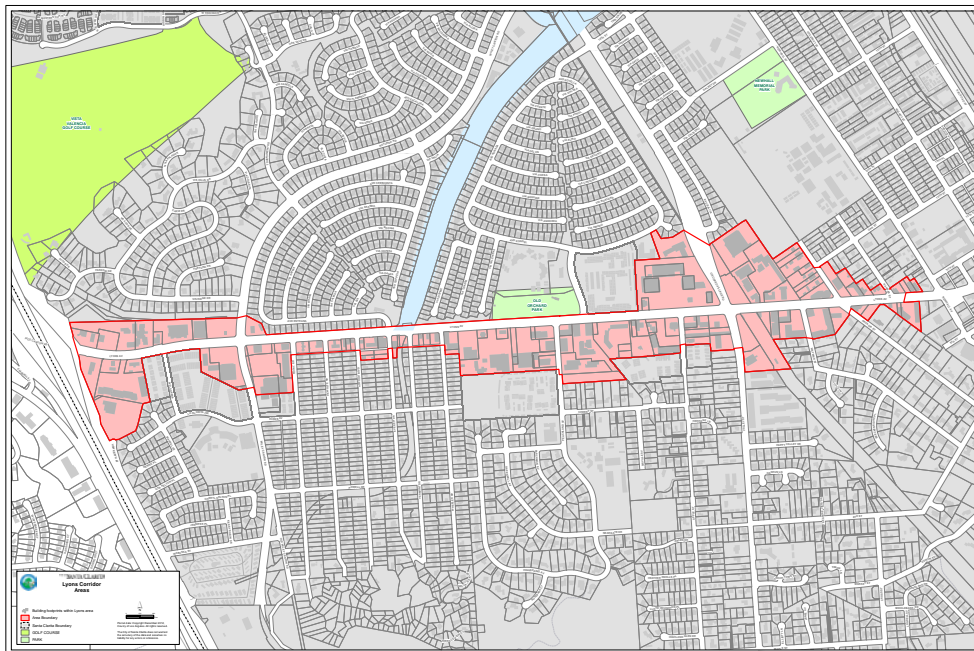


EXHIBIT 1: LYONS CORRIDOR PLANNING AREA

In the ten years from 1910 and 1920, petroleum production diminished as the Mentryville oil reserves were depleted. When the oil stopped flowing, petroleum workers moved to more active oil fields in Southern California and Mentryville was abandoned. Lyons Avenue was well established by this point and remained the primary east/west road in the Newhall area even though there was no longer people living in Mentryville. The period from 1930 through the early 1960s was a quiet time for the corridor. Most of the buildings that were built during the oil boom had been demolished or burned down, and commercial activities shifted to Newhall proper. There was also a name change: people stopped referring to the road as “10th Street” and used “Lyons Avenue” exclusively in reference to Sanford and Cyrus Lyons, the owners of Lyons Station, the first American business in the Santa Clarita Valley. While the east end of Lyons Avenue was busy and vibrant, the western end was an unpaved country road whose main purpose was to provide access to cattle and agricultural lands owned by the Newhall Land and Farming Company (Newhall Land). Limited oil and gas production continued in the western hills, though on a far smaller scale compared to the earlier boom years of Mentryville.

In the 1960s, circumstances changed and Lyons Avenue once again became the major arterial that provided an essential connection to Downtown Newhall. Interstate 5 was completed in 1965 and Newhall Land commenced development of the master-planned community of Valencia in 1967. The Interstate created a need for freeway-oriented businesses and motorist services. The growing communities in Valencia along with the established and expanding neighborhoods south of Lyons Avenue, created demand for shopping centers, restaurants, theaters, banks, and other uses and services for local residents. Commercial demand was substantial and the need for business uses and services created the commercial and retail corridor that remains in place today.

Lyons Avenue was the core commercial and retail boulevard for Newhall and Valencia during the 1970s, 1980s, and into the early 1990s. The corridor offered a robust mix of shops and services that was central to everyday life for the residents of Newhall and Valencia. However, as other areas of the Santa Clarita Valley developed, and new commercial centers were built, Lyons Avenue lost the luster and prominence it had once enjoyed. While still viable and busy, the corridor was not nearly as vibrant as it had been in its earlier years.

Today, the Lyons Avenue Corridor consists of retail centers, medical office buildings, gas stations, freeway-oriented businesses, and housing complexes that total more than 1.3 million square-feet of building space. Surface parking is common, particularly on properties that were developed in the 1960s and 1970s, and building heights range from one to four stories. Two senior living facilities are located on the north side of Lyons Avenue, west of Wiley Canyon Road. The senior communities were constructed in the early 2000s and are adjacent to medical offices, freeway-serving businesses, and a Southern California Edison substation. Other residential uses back up to Lyons Avenue between Wiley Canyon Road and Avenida Rotella, though primary access to these communities are oriented inward to the housing development with no street presence on Lyons Avenue itself.

Most properties on Lyons Avenue contain single-story “strip mall” buildings that reflect typical commercial construction from the 1960s through the late 2000s. This type of development consists of small-lot, multi-tenant, stucco buildings with parking situated between the store fronts and the street. Newer projects, including a financial building at the corner of DeWolfe Road and a drug store at the corner of Valley Street, were built with a higher level of design with the intent to create a better street presence. The newer projects were designed to avoid the visual blight of large parking lots adjacent to the street and to create as much leasable space as possible under the zoning code. Future development within the Lyons Avenue corridor will further improve the appearance of the street and will help create an environment that is more conducive to commerce and economic vitality. The Lyons Corridor Plan will be an integral part of this process.





Old Arco Gas Station Corner of Lyons Avenue and De Wolfe Road



New Augusta Financial Building Corner of Lyons Avenue and De Wolfe Road

## Properties Surrounding the Lyons Corridor

The Lyons Corridor is surrounded primarily by single family residences. Multi-family residential units are located within the corridor itself with other apartment and condominium complexes located south of the corridor. There are nearly 3,000 homes within a five minute's walk of Lyons Avenue and more than 5,000 homes within a ten minute's walk (see Exhibit 2). With thousands of homes located so close to Lyons Avenue, there is tremendous potential to create a walkable environment where people can shop, eat, and gather. The Lyons Corridor Plan will help realize this potential and create a community destination that meets the needs of residents and visitors alike, regardless if they reach the corridor by automobile, bicycle, or walking.

## WALKABLE COMMUNITY

*Nearly 3,000 residential units are within a five minute walk, and over 5,000 residential units are within a ten minute walk of the Lyons Corridor.*

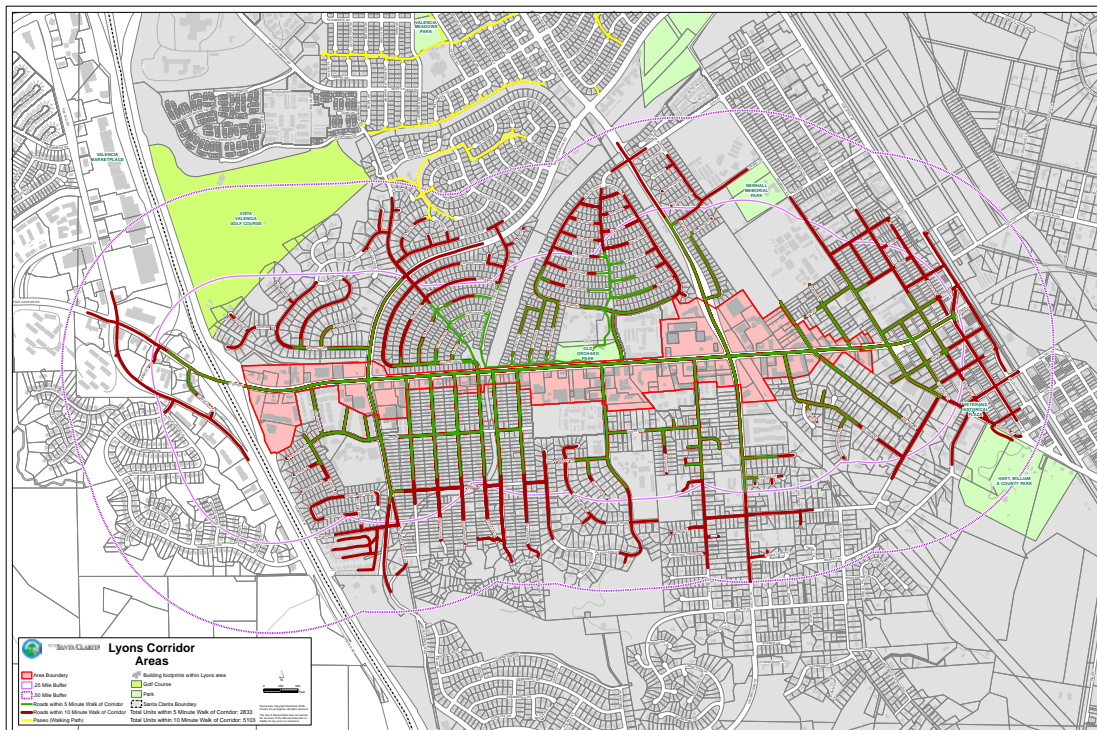


EXHIBIT 2: 5 AND 10 MINUTE WALK TO THE CORRIDOR

## Santa Clarita General Plan

The Lyons 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 Lyons 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 and redevelopment. The purpose of the Mixed Use Overlay 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.*

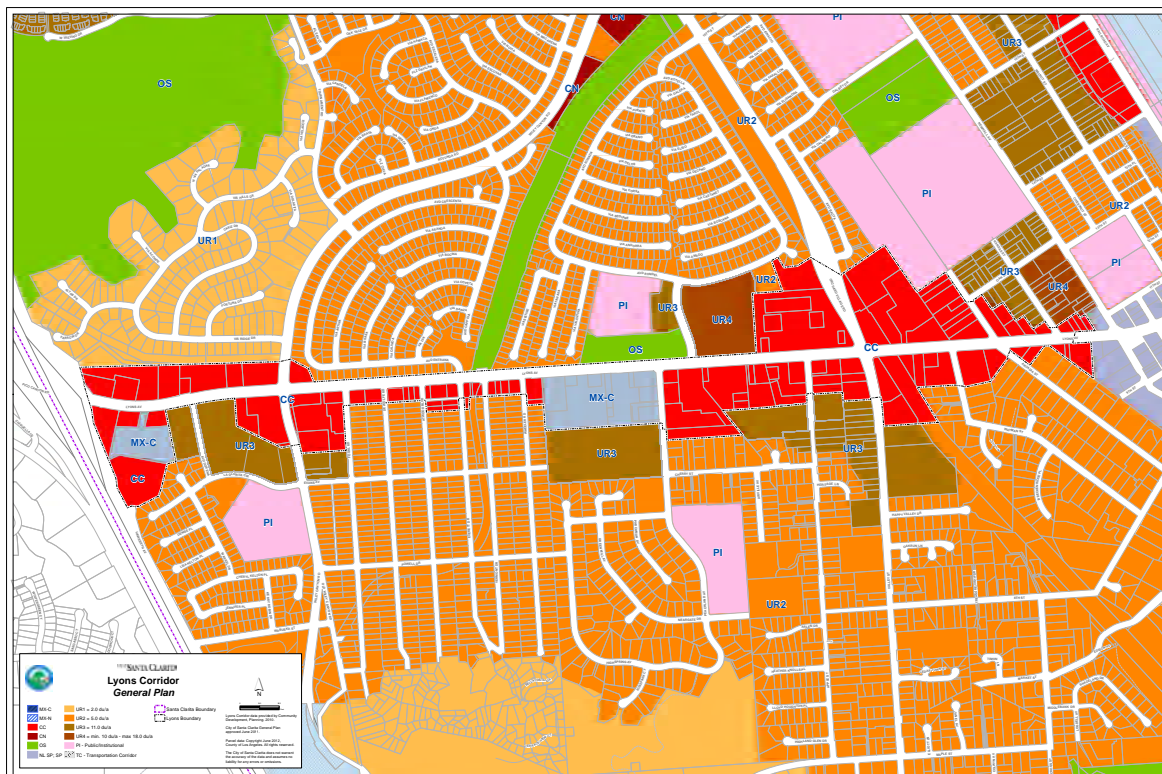


EXHIBIT 3: GENERAL PLAN MAP OF THE LYONS CORRIDOR



## Plan Preparation Process and Outreach

### LYONS AVENUE EVALUATION

*The Lyons Corridor was divided into 23 sections that were evaluated on a parcel-by-parcel basis.*

An intense public process and extensive data collection phase was conducted for the Lyons Corridor Plan. The evolution of this plan is the result of site visits, reviews of documents including the goals and policies of the General Plan, interviews, and meetings including community workshops, and an interactive blogging website. City staff began the Lyons Corridor planning process by collecting extensive information about the current built environment and overall conditions of the Lyons Corridor planning area.

The Lyons Corridor was divided into 23 study sections that were evaluated on a parcel-by-parcel basis (Exhibit 4). The intent of this 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 current building heights, noted the condition of landscape within the public domain, and documented other unique site characteristics.

As part of the Lyons Corridor planning effort, staff had sent a notice to all 70 property owners and over 400 business managers/owners within the planning area. The intent of this notice was to inform property and business owners about the kickoff of the Lyons Corridor planning effort, acquaint them with the corridor website and to give them the opportunity to meet with staff about their thoughts and concerns about future zoning regulations. This step in the process also provided insight to City staff about how they could make a more business friendly document while still maintaining the high standards that residents of the Santa Clarita Valley expect.

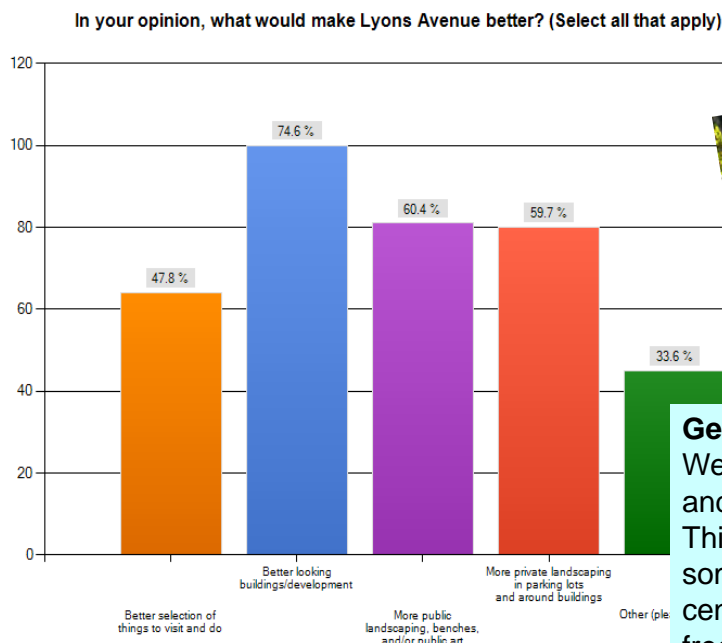


EXHIBIT 4: 23 STUDY AREAS

## Community Outreach Website with Interactive Blog

A website (SantaClaritaCorridorPlan.com) was created and launched for the new corridor planning effort acting as the kickoff of the Lyons Corridor planning process on May 1, 2011. The intent of this website was to keep interested parties informed about upcoming meetings and draft documents as they become 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 excerpt (right) is an example of the open dialog between City staff and the community on the website. Within the first five months of the website's launch, over 5,000 hits to the site had occurred. This was attributed to many different forms of communication to get the word out to the community about the existence of the website.

The chart below exhibits 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 would make Lyons Avenue better overall. Nearly 75% of over 100 participants that took the survey rated better looking development as one of their top choices.



## WEBSITE BLOG SAMPLE

*Mike says:*

*July 28, 2011 at 1:15 pm*

*Thank you for making such an effort to reach out to the community. It's nice to know our local government is actually paying attention to the people that live here. I am a property owner of a lot immediately adjacent to one of the Lyons parcels and am keenly interested in how we're moving forward with this project. Unfortunately, I was out of town for the July 21 event, but I am making a point of not missing the next one in October. By the way, what's up with the colored dots? Keep up the good work!*

*Planning says:*

*July 28, 2011 at 4:21 pm*

*Thank you for the comments Mike. The "dots" were used to rate the current built environment, future development architectural styles and future frontage types. Red was disliked, green was liked and yellow was no opinion. We will place the results online in the upcoming weeks.*



**George says:**

We have lived here for over 30+ years and all I can say is it is about time. This area has been in neglected for sometime now. I would love to see a center median all the way to the freeway. Cars come out of the gas stations and go the wrong way to get back to the freeway.



## Public Outreach Meetings

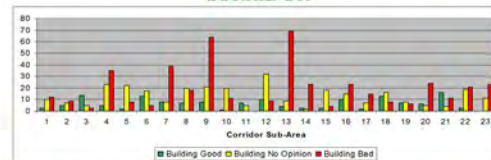


A very important component of the corridor planning process was to meet with the community to discuss the current and potential future conditions within the planning area. City staff began the process by informing the community about the first workshop that occurred in the community room at Old Orchard Park on July 21, 2011. This was done by sending over 1,800 postcards to all property owners within a 1,000-foot radius of the Lyons Corridor planning area, participating in *This Week in Santa Clarita* videos that played on the local television network, a number of articles in the local newspaper, as well as, Twitter and Facebook feeds. Because of this process, over 100 participants provided feedback between the two outreach meetings held. This information was tabulated and the results were shared on the corridor planning website and displayed at the second public outreach meeting held on October 13, 2011. The information obtained from these meetings was used in the drafting of this document.



## WE'RE LISTENING

BELOW ARE THE THREE STUDY AREAS THAT WERE IDENTIFIED AS MOST NEED OF REDEVELOPMENT ON THE LYONS AVENUE CORRIDOR



Area 7: Valero, Doc's Inn

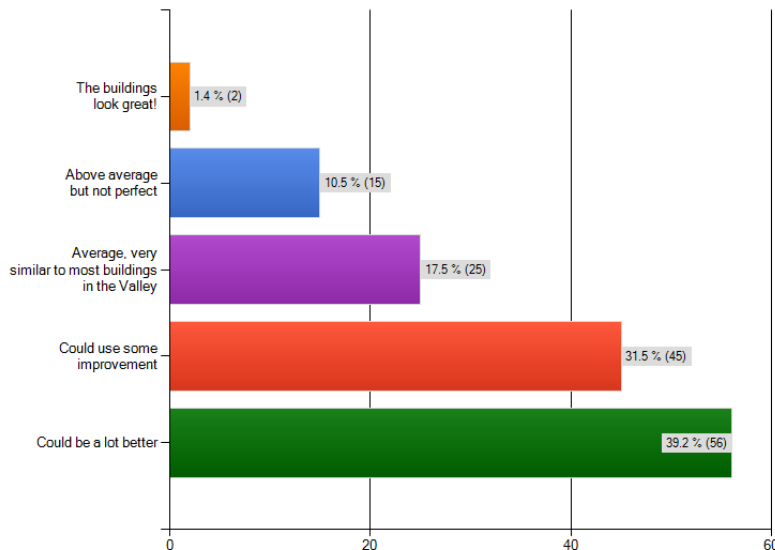


Area 9: Smart & Final, Valencia Lanes



Area 13: Vallarta, KFC

Overall, how would you rate the look of development along Lyons Avenue?





## 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 Lyons Corridor planning process:

April 29, 2011: Letters sent to Property Owners

May 1, 2011: Outreach Website Launched

May 19, 2011: Letters to Business Owners

June 17, 2011: *This Week in Santa Clarita*, Video I

July 14, 2011: Lyons Avenue Subcommittee

July 18, 2011: *This Week in Santa Clarita*, Video II

July 21, 2011: Community Outreach Meeting I

August 1, 2011: Newhall Redevelopment Committee

August 17, 2011: Old Town Newhall Association

October 13, 2011: Community Outreach Meeting II

October 18, 2011: Planning Commission Study Session

November 16, 2011: Canyon Country Advisory Committee

June 19, 2012: Planning Commission Study Session

January 28, 2013: Draft Release

January 28, 2013: Development Subcommittee

Local publications:

The Signal Newspaper

KHTS Hometown Station

SCV Talk.com





# 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 Lyons 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 Lyons 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 Lyons Corridor planning area shall comply with all applicable requirements of the Lyons 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, unless otherwise approved through the issuance of a Conditional Use Permit. A project that does not comply with the Lyons Avenue Corridor Plan standards and that is granted relief through a Conditional Use Permit, shall not automatically benefit from the parking or signage incentives listed in the plan. Any applicant requests for additional signage or a reduction to parking, shall be subject to the applicable entitlement, such as Master Sign Program, Sign Variance, a Minor Use Permit for a parking reduction as listed in UDC Section 17.51.060.N, an Adjustment for up to 20% relief from a development standard, a Variance for more than 20% relief from a development standard, etc.

#### C. LAND-USE STANDARDS.

Chapter 6 identifies the land-use types allowed by the City in each of the zones established by the LCP. 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 9 regulate the architecture of buildings, appurtenances, and site elements within the Lyons Corridor Planning Area. Proposed development and refacades shall comply with all applicable standards to the satisfaction of the approval authority.

#### **E. SIGN STANDARDS.**

Chapter 10 identifies the sign type standards required within the Lyons Corridor planning area. Only projects that are considered Tier 1 or Tier 2 (Section 2.1.040 Tiered Project Incentives) shall use the Lyons Corridor Plan. Projects that do not comply with Tier 1 or Tier 2 of the Lyons Corridor Plan shall be subject to Chapter 17.51.080 of the Unified Development Code.

#### **F. STREET AND STREETScape STANDARDS.**

Chapter 11 identifies the street and streetscape standards required within the Lyons Corridor planning area to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street, parkways, and sidewalk.

#### **G. RELATIONSHIP TO THE UNIFIED DEVELOPMENT CODE.**

The Lyons 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 Lyons 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 Lyons Corridor Plan shall apply to development within the planning area as noted. If a conflict occurs between a requirement of this Lyons 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 Lyons 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 Lyons 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 Lyons Corridor Plan shall continue to operate, but if altered or replaced, may only be done so in compliance with this Lyons Corridor Plan.

Development or land use that does not comply with the requirements of the Lyons 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.

Existing development and land uses shall comply with the Lyons Corridor Plan unless otherwise stated. Only projects and properties that are Tier 1 or Tier 2 compliant are permitted to use the Lyons Corridor Plan sign standards Chapter 10, a 20 % reduction in parking from Section 6.1.050 for Tier 2 compliant sites or any other items as defined in Section 2.1.040. See Section 2.1.040 A and B for Tier compliant requirements.

### **2.1.040 Tiered Project Incentives.**

A tiered system has been established to provide incentives for property owners and developers to enhance the aesthetics and use of outdated properties within the corridor planning area. Each tier has specific requirements and incentives to achieve this goal.

## A. TIER 1 PROJECTS.

The Director may designate a property as a Tier 1 compliant site with the approval of a Development Review or Architectural Design Review Permit. 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 1 requirements. To be considered a Tier 1 project, the project must comply with the following items.

### TIER 1 REQUIREMENTS.

The entire project site including existing development shall meet, to the satisfaction of the Director or approval authority, the Chapter 9 Architectural Standards of this Corridor Plan.

The project shall meet the parking lot landscaping requirements per Section 17.51.030 of the Unified Development Code to the satisfaction of the Director.

The project shall plant street trees to the satisfaction of the Director.

### TIER 1 PROJECT INCENTIVES.

Tier 1 projects shall comply with Chapter 10 Sign Standards.

Outdoor seating that meets the architectural standards can be created without providing additional on-site parking.

## B. TIER 2 PROJECTS.

All new development projects that include complete redevelopment, or over a 50% expansion of the permitted building square footage, is considered a Tier 2 project. Tier 2 projects must meet the intent of the Lyons Corridor Plan and may be granted the following incentives listed below as determined by the Director. In certain instances where it is impractical for a proposal to feasibly achieve the goals of a comprehensive Tier 2 project, the proposed development may be processed as a Tier 1 project, subject to the issuance of a Conditional Use Permit. Such projects would not be eligible for the development incentives provided under the Tier 2 category, unless expressly included in the Conditional Use Permit's Conditions of Approval.

### TIER 2 REQUIREMENTS.

The project shall meet all the development standards of this Lyons Corridor Plan.

#### I. TIER 2 PROJECT INCENTIVES.

Tier 2 projects shall comply with Chapter 10 Sign Standards.

Outdoor seating that meets the architectural standards can be created without providing additional on-site parking.

Tier 2 projects are granted a 20% parking reduction from the provisions of Section 6.1.050 of this code for all uses on site.

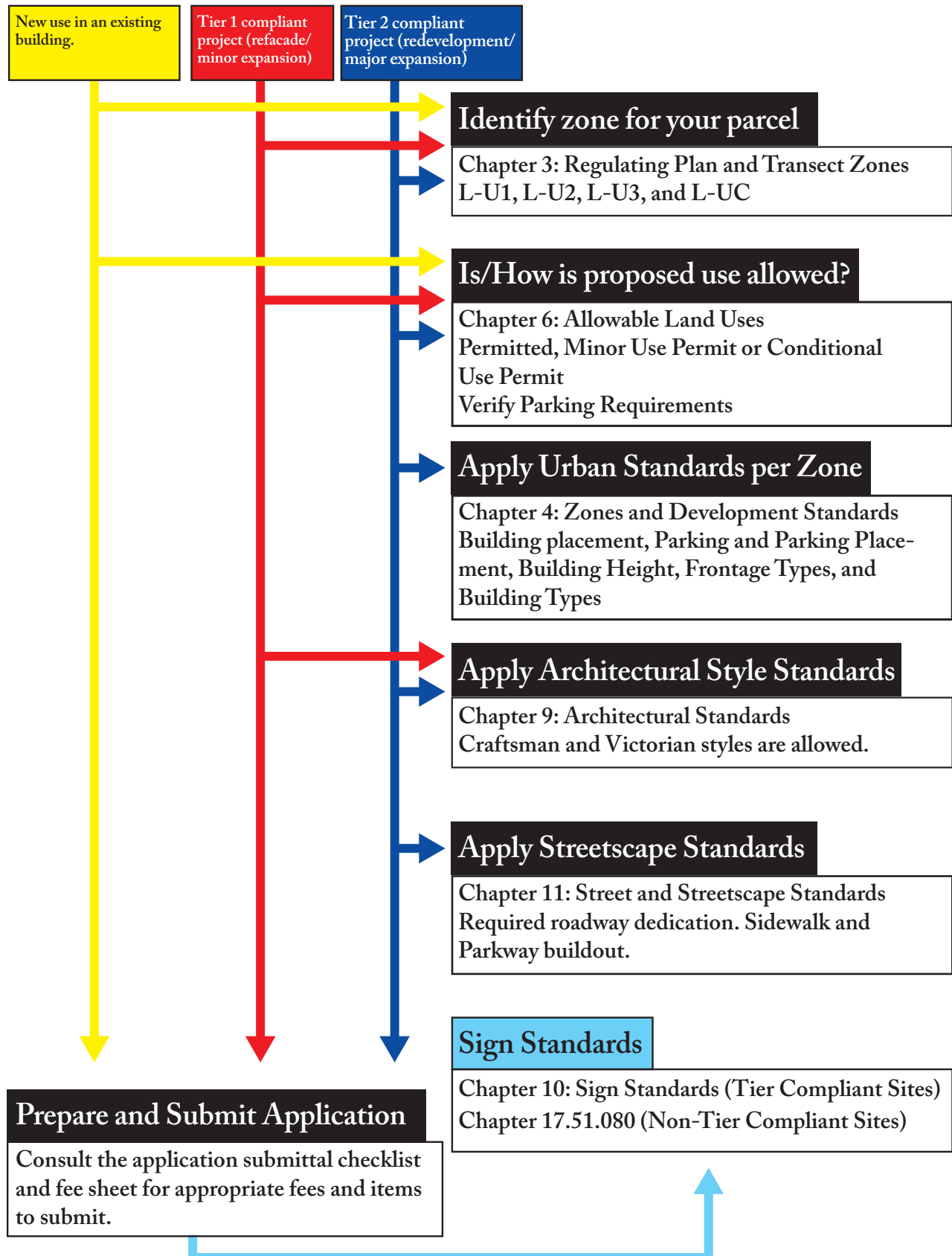
Projects that meet the development standards of the Lyons Corridor Plan can be approved administratively unless otherwise stated in Chapter 6 (Allowable Land Uses). All Tier 2 projects shall include noticing to the Planning Commission and City Council prior to project approval. All new development over 50,000 square feet in building area shall require a community outreach meeting subject to the noticing requirements of Section 17.06.110 of the Unified Development Code. This meeting shall be held at or near the project area subject to the approval of the Director. The Director shall be notified 30 days prior to the meeting occurrence. If community or staff concerns are unable to be addressed, the Director shall refer the project to Planning Commission for review and consideration.

## TIERED PROJECTS

*The tiered system has been established to provide incentives for property owners and developers to enhance the aesthetics and use of outdated properties within the corridor planning area.*

### C. HOW TO USE THIS CODE.

To find the development standards that apply to a particular parcel of land, the following steps should be taken:





# CHAPTER 3

## REGULATING PLAN AND TRANSECT ZONES

### 3.1.010 Purpose

This Section establishes the zones applied to properties within the Lyons Corridor Planning Area.

### 3.1.020 Regulating Plan and Transect Zones

#### A. ZONES ESTABLISHED.

The area within the Lyons Corridor is subject to this Lyons Corridor Development Code, 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 Lyons Corridor.

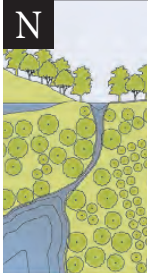


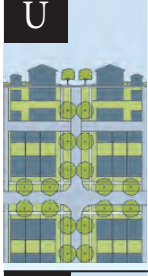
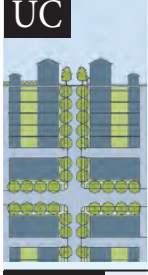
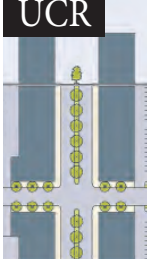
#### B. INTERPRETATION ZONE BOUNDARIES.

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;
2. If a zone boundary divides a parcel and the boundary line location is not specified by distances printed on the Regulating Plan, the location of the boundary will be determined by using the scale appearing on the Regulating Plan; and
3. 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><b>(N) NATURAL</b> 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><b>(R) RURAL</b> 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 &amp; 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><b>(SU) SUB-URBAN</b> Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings 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><b>(U) URBAN</b> 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 &amp; 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><b>(UC) URBAN CENTER</b> 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><b>(UCR) URBAN CORE</b> 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 Lyons corridor area by this Development Code.

### 3.1.040 Corridor Specific Transect Zones

Of the six base zones as described in Section 3.1.030, the Lyons Corridor Plan utilizes four subzones of the Urban General and Urban Center base zones. The three subzones of the Urban General base zone are described below as Lyons Urban 1(L-U1), Lyons Urban 2 (L-U2), and Lyons Urban 3(L-U3). The primary uses within these subzones are commercial and may include a mix of commercial and residential uses in the L-U3 zone. The Lyons Urban Center (L-UC) zone is the only subzone of the Urban Center base zone within the Lyons Corridor Plan. The L-UC zone is characterized by mandatory mixed use development including both commercial and residential use types.

#### A. LYONS URBAN 1 (L-U1)

Development within the L-U1 zone shall be at a pedestrian scale to serve immediately surrounding residential uses. The L-U1 zone is applied to smaller parcels that can accommodate one to two story commercial structures with reduced street front setbacks. Greater street-front setbacks may be permitted with the incorporation of outdoor dining spaces. Typical uses within the L-U1 zone include small neighborhood restaurants, pedestrian oriented retail, and service based uses. Typical development within the L-U1 zone shall only include buildings that incorporate the Shopfront & Awning frontage type to encourage a pedestrian oriented environment. Residential uses are prohibited in the L-U1 zone.

#### B. LYONS URBAN 2 (L-U2)

The L-U2 zone is applied to uniquely configured lots located at the eastern portion of the planning area. Development within the L-U2 zone may accommodate one to two story commercial structures with street frontage setbacks ranging from 1 to 5 feet. The L-U2 zone differs from the L-U1 zone by allowing for a greater variety of frontage types with outdoor gathering areas highly encouraged within a Lightcourt or Forecourt frontage type. Typical uses within this zone include mid-sized retail, neighborhood services and senior community care. Residential uses are prohibited in the L-U2 zone.

#### C. LYONS URBAN 3 (L-U3)

The L-U3 zone is applied to large parcels that can accommodate larger commercial structures. A majority of the L-U3 zone is located between Peachland Avenue and Orchard Village Road where larger buildings currently exist. Setbacks within this zone are limited to 1 foot along Lyons Avenue. The L-U3 zone differs from the L-U1 and L-U2 zones by allowing for building heights up to three stories and forecourt and shopfront & awning frontage types. Typical uses within this zone include medical office, commercial office, retail, and services. Mixed use projects that include residential units may be conditionally permitted with the approval of a Minor Use Permit.



Illustrative Photo



Illustrative Photo



Illustrative Photo



#### D. LYONS URBAN CENTER (L-UC )

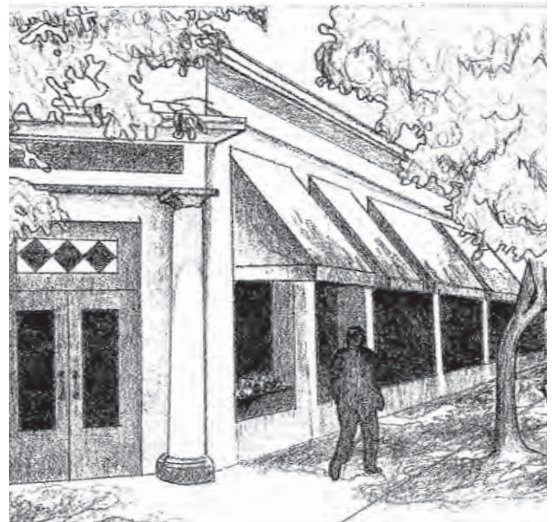
The design intent of the L-UC zone is to encourage high quality, higher density commercial and residential opportunities within the areas mapped on the Regulating Plan and to achieve the goals of the City of Santa Clarita General Plan. The L-UC zone is characterized by a mixture of residential and commercial 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 L-UC zone is considered to be a major destination location for people to gather, work and live. Parcels within the L-UC designation are typically on larger lots allowing the flexibility for below grade or structured parking. The L-UC zone differs from other zones within the planning area by allowing for building heights up to four stories and requiring mixed use developments with a residential component.



Illustrative Rendering



Illustrative Rendering

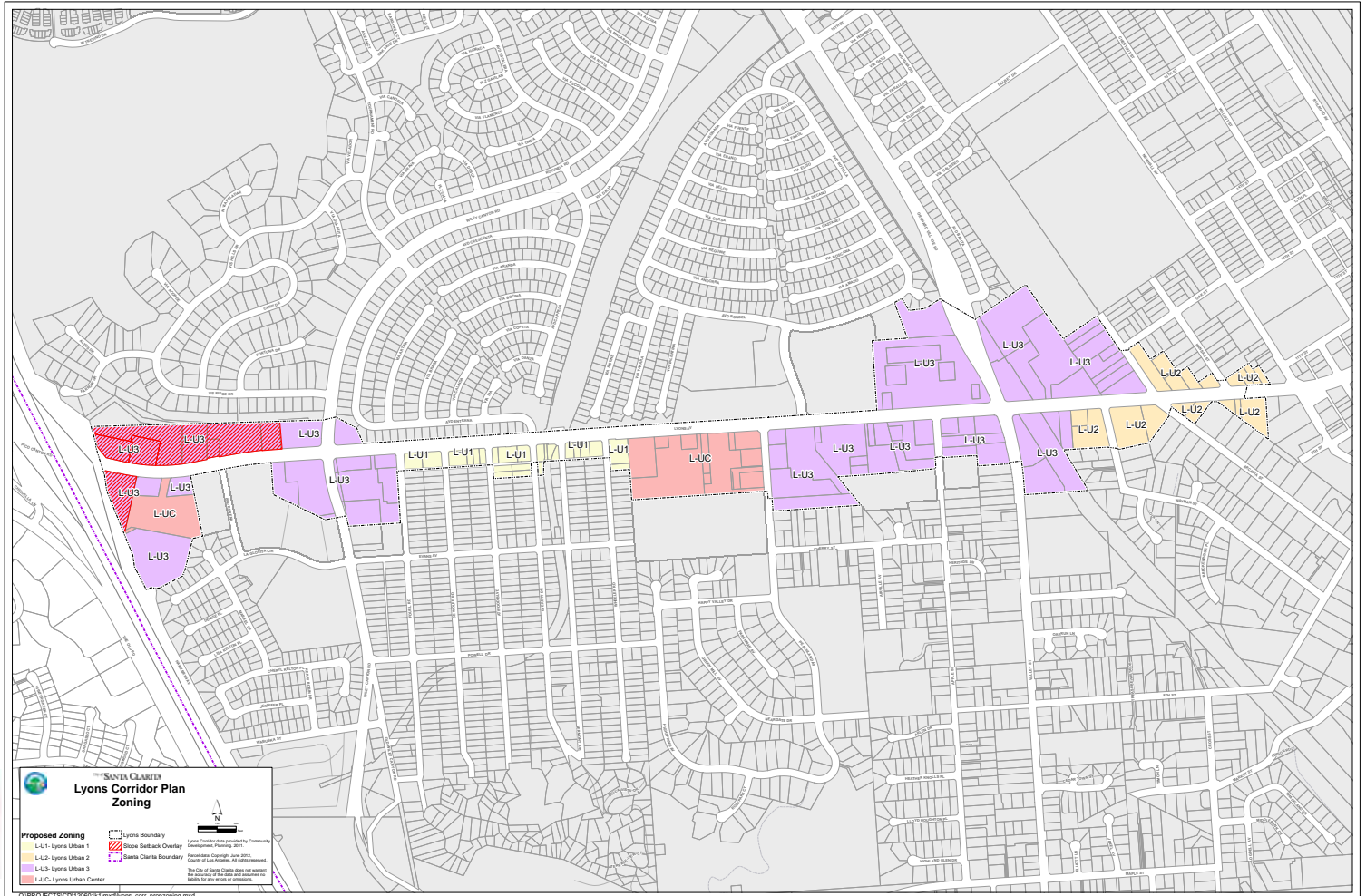


Illustrative Rendering



### 3.1.050 Regulating Plan

The following page is the Regulating Plan for the Lyons Corridor Development Code. The Regulating Plan is the coding key for the Lyons Corridor Development Code.



# CHAPTER 4

## ZONES AND DEVELOPMENT STANDARDS

4.1.010 The Lyons Urban 1 Zone (L-U1)

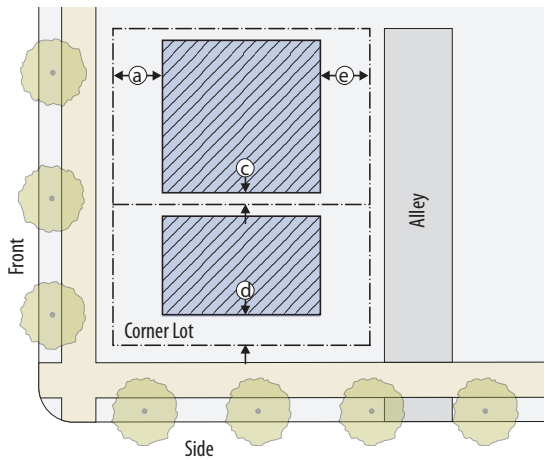


Diagram A: Building Placement

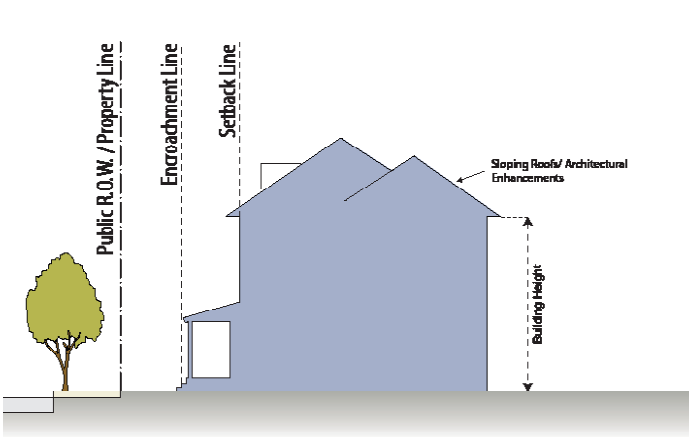


Diagram B: Building Profile

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 7 (Frontage Type Standards) or Chapter 8 (Building Type Standards).

	Minimum	Max.
a. Front Setback	1'	5'
With outdoor Dinning		10"
b. Setback from Residential Zone	10' 1st story	
(Rear and Side)	15' 2nd story	
c. Side Setback	0'	
d. Side Street Setback	5'	
e. Rear Alley Setback	0' 1st story	
	5' 2nd story	

3. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 5' maximum into the required front setback (Diagram B). Outdoor dining may encroach into the front setback.

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

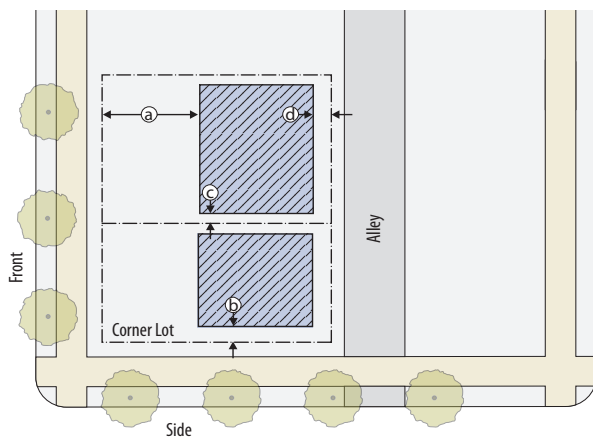
- a. Maximum height: 2 stories shall be permitted. For flat roof development, the maximum height to parapet cannot exceed 35 feet from grade; and for sloping roofs, the maximum height of the roof ridge cannot exceed 45 feet from grade (Diagram B). At the discretion of the Director, architectural treatments for flat and sloping roofs may exceed 35 feet in height without a conditional use permit; provided, that (1) the addition does not exceed 10 feet in height (for a maximum height of 45 feet); (2) that the allowance would be compatible with the architectural design; and (3) that the allowance would provide additional articulation that could otherwise not be achieved within the heights specified above.
- b. Accessory structure: 15' maximum to peak.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the L-U1 zone. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Chapter 7 (Frontage Type Standards).

- a. Forecourt (100' minimum lot frontage required)
- b. Lightcourt
- c. Shopfront & Awning

Should aspects of a certain lot in the L-U1 zone preclude development in accordance with the standards listed above, alternative frontage designs may be permitted subject to section 2.1.030.B.



## GENERAL PLAN

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

Diagram C: Parking Placement

### 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.

- Street Setback: Within the 50% of lot nearest the rear lot line.
- Side Street Setback: 5' minimum
- Side Yard Setback: 5' minimum
- Rear Setback: 5' minimum

Subterranean parking may extend beyond building footprint, and may extend to a height of 3' max. 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 Section 6.1.050 of this code. A 20% reduction in parking is permitted for all projects that fully comply with the Lyons Corridor Development Code (Tier 2 compliant sites).

### D. BUILDING TYPES.

- Only the following building types are allowed in the L-U1 zone. Each allowed building type shall be designed in compliance with Chapter 8 (Building Type Standards).

- Shopfront Commercial
- Commercial Fuel Station

If a proposed project cannot be accommodated with the Building Types listed above, other building types and designs may be used subject to section 2.1.030.B. Accessory buildings are allowed provided they are not closer than 5' to the front lot line and comply with the setbacks for the L-U2 zone.

### E. ALLOWED LAND USES.

- Only a land use identified as permitted or conditionally permitted by Chapter 6 (Land Use Tables) shall be established on a lot in the L-U1 zone.

4.1.020 The Lyons Urban 2 Zone (L-U2)

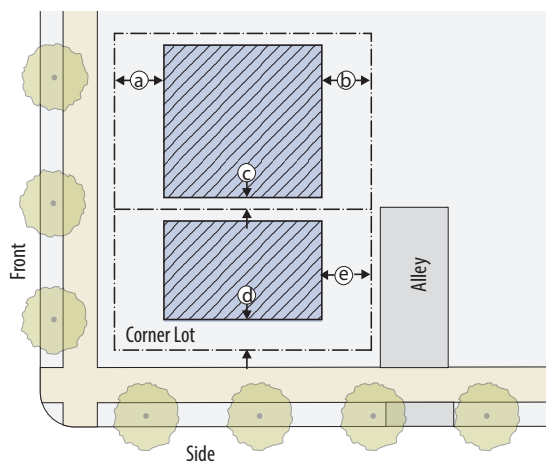


Diagram A: Building Placement

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 7 (Frontage Type Standards) or Chapter 8 (Building Type Standards).

	Minimum	Max.
a. Front Setback	1'	5'
b. Setback from Residential Zone	10' 1st story	15' 2nd story
(Rear and Side)		
c. Rear and Side Setback	0'	
d. Side Street Setback	5'	
e. Rear Alley Setback	0' 1st story	5' 2nd story

3. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 5' maximum into the required front setback (Diagram B). Outdoor dining may encroach into the front setback.

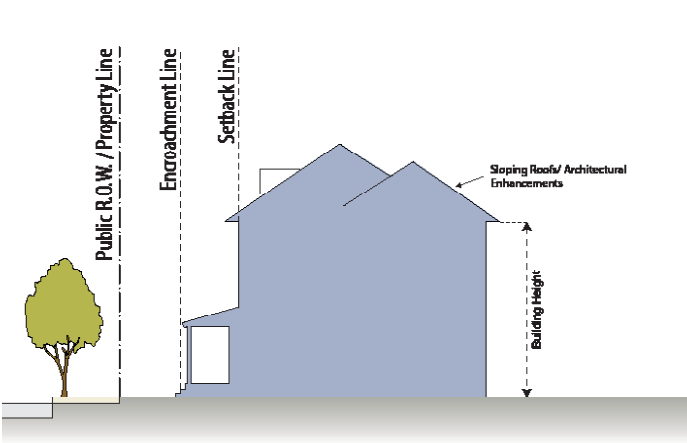


Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

- a. Maximum height: 2 stories shall be permitted. For flat roof development, the maximum height to parapet cannot exceed 35 feet from grade; and for sloping roofs, the maximum height of the roof ridge cannot exceed 45 feet from grade (Diagram B). At the discretion of the Director, architectural treatments for flat and sloping roofs may exceed 35 feet in height without a conditional use permit; provided, that (1) the addition does not exceed 10 feet in height (for a maximum height of 45 feet); (2) that the allowance would be compatible with the architectural design; and (3) that the allowance would provide additional articulation that could otherwise not be achieved within the heights specified above.

- b. Accessory structure: 15' maximum to peak.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the L-U2 zone. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Chapter 7 (Frontage Type Standards).

- a. Forecourt (100' minimum lot frontage required)
- b. Lightcourt
- c. Shopfront & Awning

Should aspects of a certain lot in the L-U2 zone preclude development in accordance with the standards listed above, alternative frontage designs may be permitted subject to section 2.1.030.B.



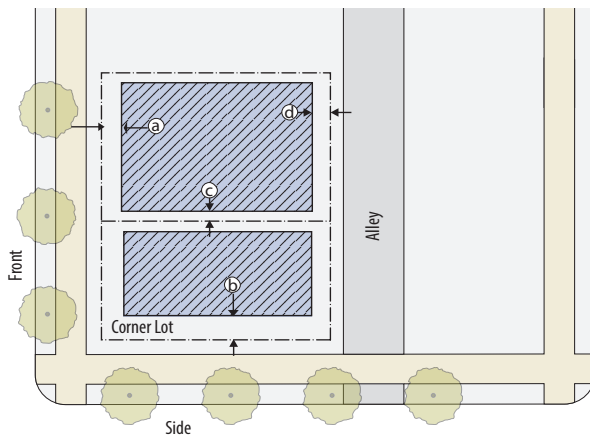


Diagram C: Parking Placement

### 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: Within the 50% of lot nearest the rear lot line.
- 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' max. 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 Section 6.1.050 of this code. A 20% reduction in parking is permitted for all projects that fully comply with the Lyons Corridor Development Code (Tier 2 compliant sites).

### D. BUILDING TYPES.

1. Only the following building types are allowed in the L-U2 zone. Each allowed building type shall be designed in compliance with Chapter 8 (Building Type Standards).

- a. Shopfront Commercial
- b. Commercial Fuel Station
- c. Commercial Block Mixed Use

If a proposed project cannot be accommodated with the Building Types listed above, other building types and designs may be used subject to section 2.1.030.B. Accessory buildings are allowed provided they are not closer than 5' to the front lot line and comply with the setbacks for the L-U2 zone.

### E. ALLOWED LAND USES.

1. Only a land use identified as permitted or conditionally permitted by Chapter 6 (Land Use Tables) shall be established on a lot in the L-U2 zone.

4.1.030 The Lyons Urban 3 Zone (L-U3)

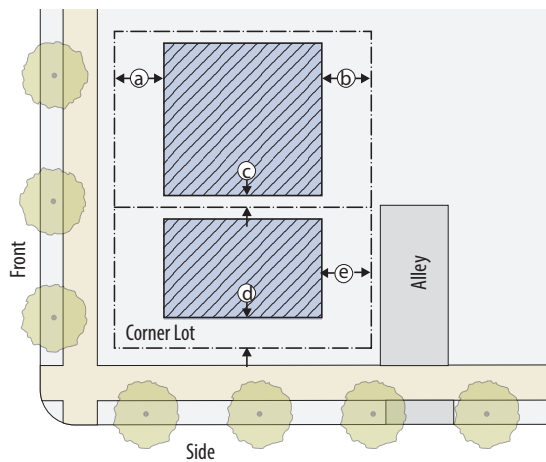


Diagram A: Building Placement

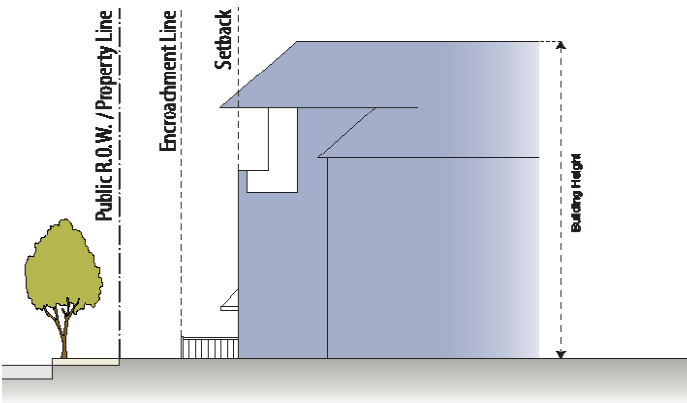


Diagram B: Building Profile

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 7 (Frontage Type Standards) or Chapter 8 (Building Type Standards).

	Minimum	Max.
a. Front Setback (1st and 2nd)*	1'	5'
3rd Story*	15'	
Slope Overlay*	5'	15'
b. Setback from Residential Zone (Rear and Side)	10' 1st and 2nd story 15' 3rd story	
c. Rear and Side Setback	0'	
d. Side Street Setback	5'	
e. Rear Alley Setback	0' 1st story 5' 2nd story 10' 3rd story	

f. The 3rd Story shall not exceed 50% of the building footprint.

2. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 5' maximum into the required front setback.

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

- a. Maximum height: 3 stories shall be permitted. For flat roof, the maximum height of the parapet cannot exceed 45 feet from grade; and for sloping roofs, the maximum height of the roof ridge cannot exceed 50 feet from grade (Diagram B).  
At the discretion of the Director, architectural treatments for flat and sloping roofs may exceed 45 feet in height without a conditional use permit; provided, that (1) the addition does not exceed five feet in height (for a maximum height of 50 feet); (2) that the allowance would be compatible with the architectural design; and (3) that the allowance would provide additional articulation that could otherwise not be achieved within the heights specified above.
- b. Accessory Structure: 15' maximum to peak.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the L-U3 zone. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Chapter 7 (Frontage Type Standards).

- b. Forecourt (100' minimum lot frontage required)
- c. Stoop
- c. Shopfront & Awning

Should aspects of a certain lot in the L-U3 zone preclude development in accordance with the standards listed above, alternative frontage designs may be permitted subject to section 2.1.030.B.

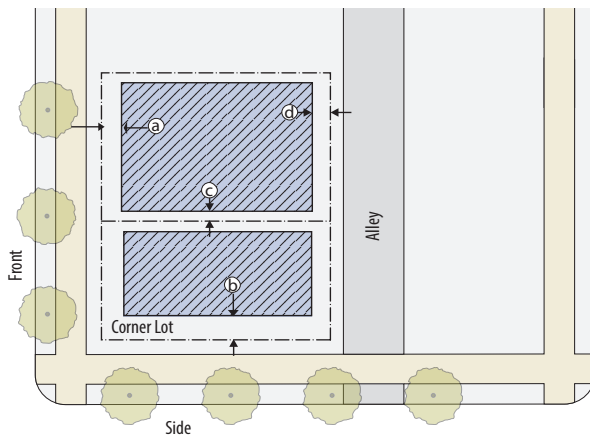


Diagram C: Parking Placement

### 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: Within the 50% of lot nearest the rear lot line.
- 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' max. 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 Section 6.1.050 of this code. A 20% reduction in parking is permitted for all projects that fully comply with the Lyons Corridor Development Code (Tier 2 compliant sites).

### D. BUILDING TYPES.

Only the following building types are allowed in the L-U3 zone. Each allowed building type shall be designed in compliance with Chapter 8 (Building Type Standards).

- a. Shopfront Commercial
- b. Commercial Pad
- c. Commercial Block Commercial
- d. Commercial Fuel Station
- e. Commercial Block Mixed Use

If a proposed project cannot be accommodated with the Building Types listed above, other building types and designs may be used subject to section 2.1.030.B. Accessory buildings are allowed provided they are not closer than 5' to the front lot line and comply with the setbacks for the L-U2 zone.

### E. ALLOWED LAND USES AND RESIDENTIAL DENSITIES.

Only a land use identified as permitted or conditionally permitted by Chapter 6 (Land Use Tables) shall be established on a lot in the L-U3 zone. Residential densities shall not exceed those contemplated in the General Plan.



4.1.040 The Lyons Urban Center Zone (L-UC)

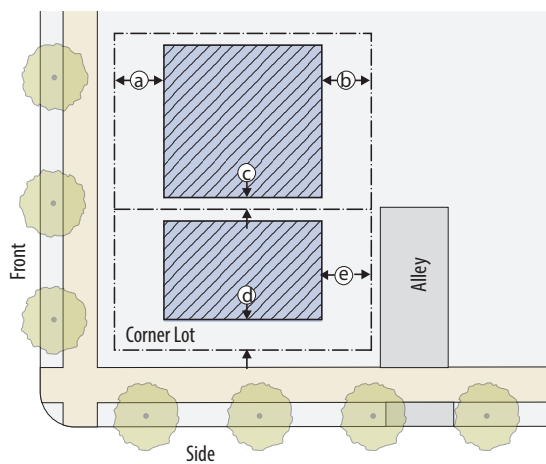


Diagram A: Building Placement

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 7 (Frontage Type Standards) or Chapter 8 (Building Type Standards).

	Minimum	Max.
a. Front Setback (1st and 2nd)*	1'	5'
3rd and 4th Story	10'	
b. Setback from Residential Zone (Rear and Side)	10' 1st and 2nd story 15' 3rd story 20' 4th story	
c. Rear and Side Setback	0'	
d. Side Street Setback	0'	5'
e. Rear Alley Setback	0' 1st story 5' 2nd story 10' 3rd and 4th story	

f. The 4th Story shall not exceed 50% of the building footprint.

2. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 5' maximum into the required front setback.

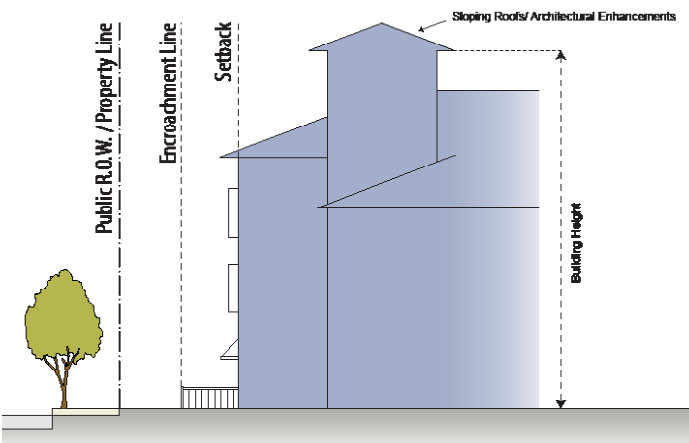


Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

- 1. Maximum height: 4 stories shall be permitted. For flat roof, the maximum height of the parapet cannot exceed 55 feet from grade; and for sloping roofs, the maximum height of the roof ridge cannot exceed 60 feet from grade (Diagram B). At the discretion of the Director, architectural treatments for flat and sloping roofs may exceed 55 feet in height without a conditional use permit; provided, that (1) the addition does not exceed five feet in height (for a maximum height of 60 feet); (2) that the allowance would be compatible with the architectural design; and (3) that the allowance would provide additional articulation that could otherwise not be achieved within the heights specified above.

- 2. Accessory structure: 15' maximum to peak.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the L-UC zone. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Chapter 7 (Frontage Type Standards).

- a. Forecourt (100' minimum lot frontage required)
- b. Shopfront & Awning

Should aspects of a certain lot in the L-UC zone preclude development in accordance with the standards listed above, alternative frontage designs may be permitted subject to section 2.1.030.B.

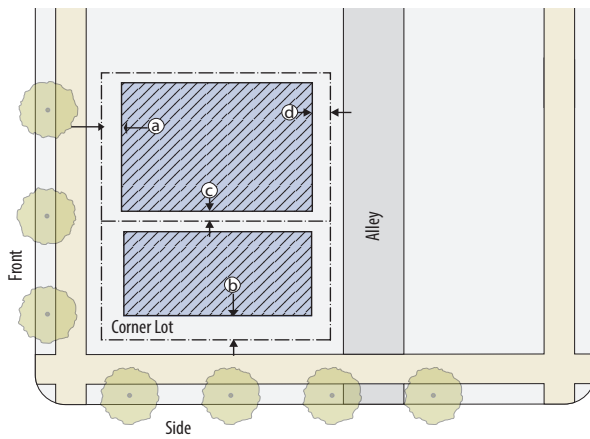


Diagram c: Parking Placement

### 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: Within the 50% of lot nearest the rear lot line.
- 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' max. 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 Section 6.1.050 of this code. A 20% reduction in parking is permitted for all projects that fully comply with the Lyons Corridor Development Code (Tier 2 compliant sites).

### D. BUILDING TYPES.

Unless otherwise permitted subject to section 2.1.030.B, only the following building types are allowed in the L-UC zone. Each allowed building type shall be designed in compliance with Chapter 8 (Building Type Standards).

- a. Commercial Block Mixed Use

### E. ALLOWED LAND USES AND RESIDENTIAL DENSITIES.

Only a land use identified as permitted or conditionally permitted by Chapter 6 (Land Use Tables) shall be established on a lot in the L-UC zone. Residential densities shall not exceed those contemplated in the General Plan.

# CHAPTER 5

## OVERLAY ZONES

### 5.1.010 Purpose

To provide a finer level of precision and subtlety – the technique of “Overlay Zones” is added. Overlay Zones are applied to specific areas of the Regulating Plan, modifying selected development standards of the underlying Transect Zone. For instance, such an “overlay zone” would modify some combination of the allowed building height, or allowed frontage types, or specific setbacks requirements within the overlay area, while leaving the other standards of that zone intact.

This Chapter provides regulations for development and new land uses in the overlay zones that are identified in this Chapter applied to property by the Regulating Plan (Section 3.1.050). Overlay zones provide standards that apply in addition to those of the primary zone, to address important and localized site, environmental, safety, compatibility, or design issues.

### 5.1.020 Applicability of Overlay Zones

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

#### A. MAPPING OF OVERLAY ZONES.

The applicability of an overlay zone to a specific site is shown by the Regulating Plan (Section 3.1.050).

#### B. ALLOWED LAND USES, PERMIT REQUIREMENTS, DEVELOPMENT STANDARDS.

Except as may be otherwise provided by this Chapter for a specific overlay zone:

1. Development and new land uses within a overlay zone shall comply with all applicable development standards of the primary zone, and all other applicable provisions of this Code;
2. Any land use normally allowed in the primary zone by this Code may be allowed within a overlay zone, subject to any additional requirements of the overlay zone; and
3. Development and new land uses within a overlay zone shall obtain the zoning approvals required by this Code for the primary zone.



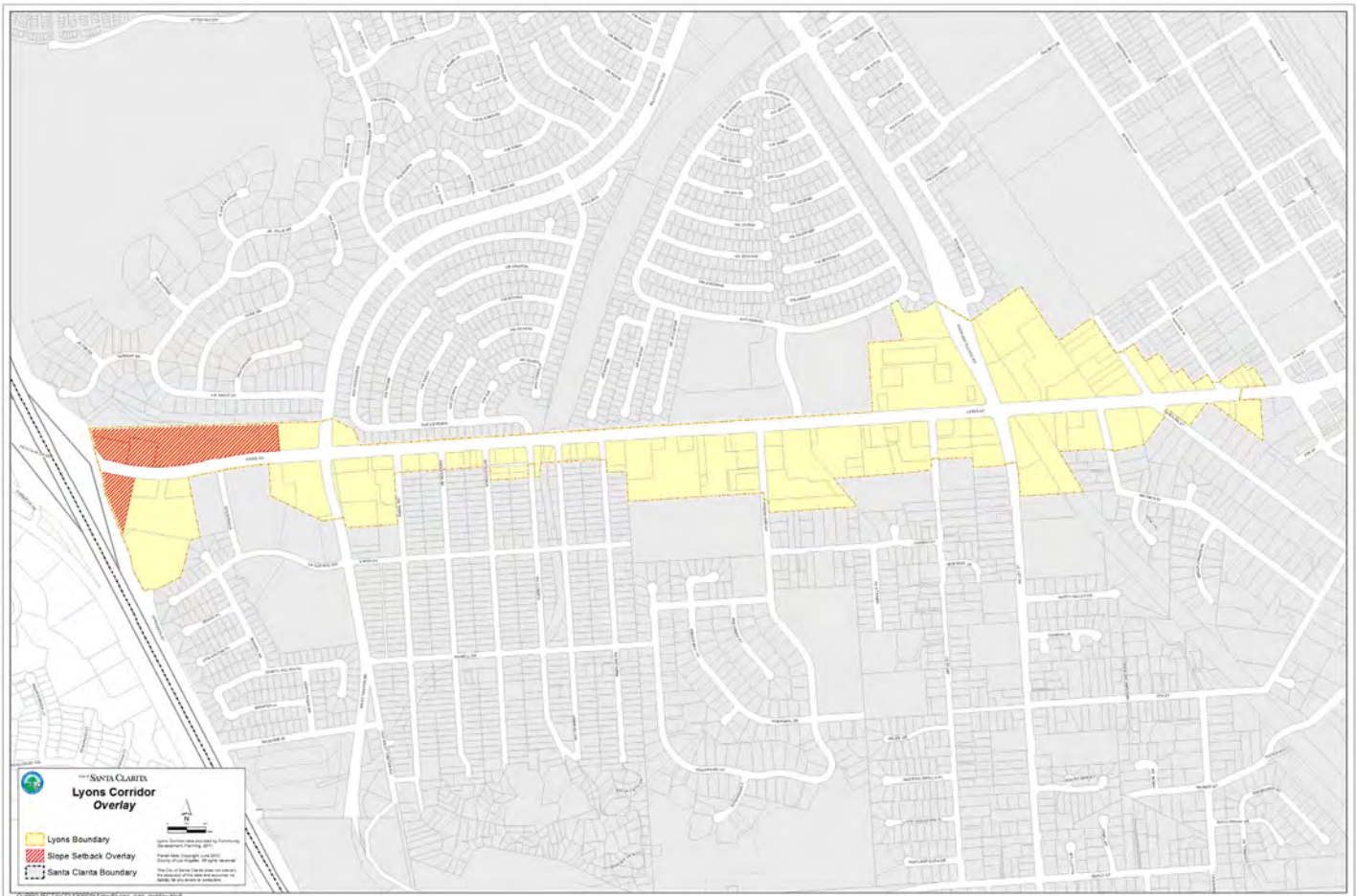
## 5.1.030 Slope Overlay (S)

### A. PURPOSE.

The Slope Overlay identifies locations where the grade difference between Lyons Avenue and the parcel pad are significant.

### B. APPLICABILITY.

Properties within the Slope Overlay zone are granted larger setbacks (up to 20 feet) to accommodate the significant change in topography between the parcel pad and the right-of-way.



SLOPE OVERLAY EXHIBIT

# CHAPTER 6

## ALLOWABLE LAND USES

### 6.1.010 Purpose

This Section identifies the land use types allowed in each zone established by the Regulating Plan and determines the type of City approval required for each use.

### 6.1.020 Applicability

A building shall be occupied by only the land uses allowed by Table A within the zone applied to the site by the Regulating Plan. Each land use listed in Table A is defined in section 6.1.050 (Use Definitions and Parking Requirements).

### 6.1.030 Land Use Tables

#### A. ALLOWED LAND USES.

1. Establishment of an allowed use. Any one or more land uses identified by Table A as being allowed within a specific zone may be established on any lot within that zone, subject to the planning permit requirement listed in the Table A, and in compliance with all applicable requirements of this Development Code.
2. Use not listed.
  - a. A land use that is not listed in 6.1.040 Table A is not allowed within the Lyons Corridor Planning Area, except as otherwise Subsection A.3.
  - b. A land use that is listed in the table, but not within a particular zone is not allowed within that zone, except as otherwise provided in Subsection A.3.
3. Similar and compatible use may be allowed. The Director may determine that a proposed use not listed in Table A is allowable in compliance with the procedure in section 17.04.030 (Interpretations of Unlisted Uses) of the UDC.
4. Permit requirements and development standards. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this Development Code apply.

5. Temporary uses. Temporary uses are allowed in compliance with the Temporary Use Permit requirements of the UDC.

## **B. PERMIT REQUIREMENTS.**

Table A provides for land uses that are:

1. Permitted subject to compliance with all applicable provisions of this Development Code. These are shown as “P” uses in the table;
2. Allowed subject to the approval of a Administrative Permit (UDC Section 17.23.100), and shown as “AP” uses in the table;
3. Allowed subject to the approval of a Minor Use Permit (UDC Section 17.24.120), and shown as “MUP” uses in the table;
4. Allowed subject to the approval of a Conditional Use Permit (UDC Section 17.25.100), and shown as “CUP” uses in the table;
5. Not allowed in particular zones, and shown as a “X” in the table.



## 6.1.040 Land Use Tables

TABLE A: Specific Function.

Allowed Land Uses and Permit Requirements for the Lyons Corridor Planning Area	P		Permitted Use	
	AP		Administrative Permit	
	MUP		Minor Use Permit required	
	CUP		Conditional Use Permit required	
	X		Prohibited	
	PERMIT REQUIRED BY ZONE			
Land Use Types	L-U1	L-U2	L-U3	L-UC
Services, Business, Financial, Professional				
1. Bank and Financial Services	P	P	P	P
2. Business Support Services	P	P	P	P
3. Professional Offices	P	P	P	P
4. Medical Services	X	P(1)	P(1)	P(1)
5. Veterinary Clinic	X	MUP	MUP	X
Sevices - General				
6. Catering Establishment	X	X	P	X
7. Grooming and Pet Store	P	P	P	P
8. Lodging	X	X	MUP(1)	MUP(1)
9. Fuel Sales	P(3)	P(3)	X	X
10. Auto Repair and/or Maintenance	X	CUP(3)	CUP(3)	X
11. Car Wash-Manual/Automated Self-Serve	X	MUP(3)	X	X
12. Day Care Center	P	P	P	P
13. Recycling-Collection of truck and/or Bins as an Acc Use	X	X	MUP	MUP
14. Personal Services	P	P	P	P
Recreation, Education & Public Assembly Uses				
15. Indoor Entertainment	P	P	P	P
16. Indoor Sports and Recreation	X	X	MUP	MUP
17. Instructional Schools	MUP	MUP	MUP	MUP
18. Live Entertainment	MUP	MUP	MUP	MUP
19. Community Assembly	X	X	MUP	MUP
20. Museums, Private	P	P	P	P
Residential Uses				
21. Home Occupation Businesses	X	X	P	P
22. Residential Health Care Facility	X	CUP	X	CUP(1)
23. Multi Family Mixed Use	X	X	MUP	P(1)
24. Community Care Facility	X	X	C	C

Notes:

(1) Unless otherwise allowed through the issuance of a Minor Use Permit, these uses shall not be located on the first floor

(2) Unless otherwise approved through the issuance of a Minor Use Permit, these uses shall be located on the first and/or second floors of structure

(3) Subject to LCP development standards

## 6.1.040 Land Use Tables

TABLE A: Specific Function.

Allowed Land Uses and Permit Requirements for the Lyons Corridor Planning Area	P Permitted Use			
	AP Administrative Permit			
	MUP Minor Use Permit required			
	CUP Conditional Use Permit required			
	X Prohibited			
	PERMIT REQUIRED BY ZONE			
Land Use Types	L-U1	L-U2	L-U3	L-UC
Retail				
25. General retail, except, with any of the following features	P	P	P(2)	P(2)
Alcohol beverage sales (Over 10% shelf space)	X	X	CUP	CUP
Drive-through	CUP	MUP	MUP	CUP
Floor Area over 20,000 square feet	X	X	P(2)	P(2)
Operating between 11:00 p.m. and 7:00 a.m.	MUP	MUP	MUP(2)	MUP(2)
26. Second Hand Stores	P	P	P(2)	P
27. Thrift Stores	P	P	P(2)	P(2)
28. Food Stores	P	P	P	P
29. Resturants				
Fast food/with drive-through	CUP	MUP	MUP	CUP
Full or Limited Service or Takeout/delivery	P	P	P	P
30. Hookah Bar/Cigar Club	X	X	CUP	CUP
Alcohol Consumption				
31. Bar and Alcohol Drinking Establishments	X	CUP	CUP(2)	CUP(2)
32. Wine Bar (Wine Sales and Wine Consumption Only)	MUP	MUP	MUP(2)	MUP(2)
33. As an accessory to a restaurant (limited, full or fast food)	AP	AP	AP	AP
Transportation, Communications, Infrastructure				
34. Parking facility, public or commercial	CUP	CUP	MUP	MUP
35. Wireless telecommunications facility				
Up to 35 feet high	MUP	MUP	MUP	MUP
Above 35 feet high	CUP	CUP	CUP	CUP
Co-located	MUP	MUP	MUP	MUP
36. Public Services, General	P	P	P	P

Notes:

(1) Unless otherwise allowed through the issuance of a Minor Use Permit, these uses shall not be located on the first floor

(2) Unless otherwise approved through the issuance of a Minor Use Permit, these uses shall be located on the first and/or second floors of structure

(3) Subject to LCP development standards

## 6.1.050 Use Definitions and Parking Requirements

This Section identifies the land use definitions of each use type and the required parking. A 20% reductions in parking can be applied to Tier 2 projects.

### 1. BANK AND FINANCIAL SERVICES

Bank and Financial Services	Parking
Includes financial institutions including: banks, credit agencies, credit unions, investment companies, savings and loans, and similar financial services.	1 space per 250 square feet

### 2. BUSINESS SUPPORT SERVICES

Business Support Services	Parking
Includes establishments primarily engaged in rendering services to business establishments on a fee or contract basis. Services include, but are not limited to: a. Advertising; b. Blueprinting; c. Computer related services; d. Office equipment maintenance and repair; e. Office equipment sale and rental; f. Mailing/shipping; g. Photocopying.	1 space per 250 square feet

### 3. PROFESSIONAL OFFICES

Professional Offices	Parking
Includes professional offices including, but not limited to, administrative offices, advertising agencies, attorneys, counseling services, computer software designers, engineering services, insurance agencies, real estate agencies, and travel agencies.	1 space per 250 square feet

### 4. MEDICAL SERVICES

Medical Services	Parking
Includes establishments primarily engaged in the provision of personal physical health services on an outpatient basis ranging from prevention, diagnosis, treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel, as well as the provision of medical testing. Typical uses include, but are not limited to, medical offices, urgent care facilities, substance abuse treatment clinics, weight management, physical therapy, chiropractic, optometry and acupuncture.	1 space per 200 square feet



## 5. VETERINARY CLINIC

Veterinary Clinic	Parking
Includes a fully enclosed veterinary facility providing routine examinations and treatment of small animals (less than two hundred fifty (250) pounds), including vaccinations, and may include short-term boarding (not overnight) and grooming services for patients. Boarding shall be in accordance with the provisions of Section 17.66.090 (Kennels).	1 space per 250 square feet of area (excluding area devoted to housing of animals)

## 6. CATERING ESTABLISHMENT

Catering Establishment	Parking
Includes establishments primarily engaged in the preparation of food for off-site consumption. No retail sale or food consumption occurs on-site.	1 space per 250 square feet

## 7. GROOMING AND PET STORES

Grooming and Pet Stores	Parking
Includes the grooming and/or selling of dogs, cats, and similar small animals with limited indoor boarding of animals during the day.	1 space per 250 square feet

## 8. LODGING

Lodging	Parking
Includes establishments primarily engaged in the provision of commercial lodging on a less than monthly basis to the general public. Typical lodging uses include: Hotels and Motels.	1 space per each guest room or suite plus required parking for additional uses on site

## 9. FUEL SALES

Fuel Sales	Parking
Includes establishments primarily engaged in the dispensing and retail sale of fuel and may include as an accessory and subordinate use the sale of oils, lubricants and similar automobile related merchandise. Fuel sales shall be in accordance with Section 17.63.030 (Fuel Sales). Typical uses include fuel stations and may include accessory retail stores offering beverages, prepackaged food, limited food preparation services, and other associated convenience items for sale.	Minimum 5 spaces; plus required parking for additional uses on site

## 10. AUTO REPAIR AND/OR MAINTENANCE

Auto Repair and/or Maintenance	Parking
Includes establishments primarily engaged in the repair of automobiles within an enclosed building and may include the accessory and subordinate sale of parts and related merchandise used to repair automobiles. Does not include body repair and painting. Automobile repair and maintenance uses shall be in accordance with Section 17.63.050 (Vehicle Repair Garages). Typical uses include, but are not limited to, brake shops, general repair garages, auto glass shops, oil change/lubricating shops, muffler shops, stereo and accessory installation, tire shops, transmission repair shops and tune-up shops	1 space per each 400 square feet; plus required parking for additional uses on site

## 11. CAR WASH- MANUAL/AUTOMATED SELF-SERVICE (NO ATTENDANTS)

Car Wash- Manual/Automated Self-Service	Parking
Includes establishments that provide facilities for washing vehicles either by the customer, or an automated tunnel, where no attendants are used to either wash, dry, detail, or otherwise clean a vehicle.	3 car stacking distance in front of each bay/lane for washing, drying and vacuuming of cars; plus adequate parking for drying and vacuuming of vehicles to the satisfaction of the Director; plus required parking for additional uses on site

## 12. DAY CARE CENTERS

Day Care Centers	Parking
Includes facilities of any capacity other than family day care homes or residential service/care homes in which less than twenty-four (24) hour per day nonmedical care and supervision is provided for children or adults in a group setting. Includes preschools and adult day care.	1 space per employee; plus 1 space per each business vehicle; plus 1 space per each 5 children/adults or 1 space per each 10 children/adults if adequate drop off/pickup area is provided

## 13. RECYCLING-COLLECTION OF TRUCKS AND/OR BINS AS AN ACCESSORY USE

Recycling- Collection of Trucks and/or Bins as an Accessory Use	Parking
Includes automobiles, trucks, trailers or vans, licensed by the Department of Motor Vehicles, which are used for the collection of recyclable materials and includes the bins, boxes or containers transported by trucks, vans or trailers, and used for the collection of recyclable materials in return for monetary payment.	No additional parking needed

## 14. PERSONAL SERVICES

Personal Services	Parking
Includes establishments primarily engaged in providing services involving the care or appearance of a person or his/her personal goods and apparel, and similar nonbusiness related or nonprofessional services, but excludes services classified elsewhere in this chapter. Typical uses include, but are not limited to, barbershops, beauty parlors, day spas, dry cleaning drop-off/pick-up, laundries (self-service), manicurists/pedicurists, massage therapists, photography studios, tailors, tanning salons and independent automated teller machines (ATMs). Massage therapy shall be consistent with Chapter 5.08 of the Municipal Code.	1 space per 250 square feet

## 15. INDOOR ENTERTAINMENT

Indoor Entertainment	Parking
Includes predominantly spectator uses conducted within an enclosed building, excluding uses classified under adult businesses. Typical uses include movie theaters, live theaters, and escape rooms.	1 space per each 3 fixed seats; plus 1 space per each 45 square feet of seating areas with non-fixed seating; plus 1 space for each 3 occupants in other customer service areas

## 16. INDOOR SPORTS AND RECREATION

Indoor Sports and Recreation	Parking
Includes predominantly participant sports and health activities conducted within an enclosed building. Typical uses include billiard halls, bowling alleys, health and/or fitness clubs, ice/roller skating rinks, indoor racquetball courts and indoor entertainment play facilities. Other uses include arcades.	Uses not listed below shall be parked at the discretion of the Director.
Billiard Halls	1.5 spaces per each billiard table; plus required parking for additional uses on site
Bowling Alleys	3 spaces per bowling lane; plus required parking for additional uses on site
Health and Fitness Clubs	1 space per 150 square feet of weight/equipment room and pool/spa area; plus 1 space per 60 square feet of aerobic/martial art instruction area; plus 1 space per 250 square feet of other floor area (courts, locker rooms, etc.); plus required parking for additional uses on site
Sports Arenas (soccer, basketball)	25 spaces per field or court; plus 1 space per 3 fixed seats of spectator area; plus 1 space per 21 square feet of spectator area without fixed seating; plus required parking for additional uses on site
Children's Indoor Play Facility	1 space per 200 square feet of recreational activity area; plus 1 space per 250 square feet of office floor area; plus required parking for additional uses on site

## 17. INSTRUCTIONAL SCHOOLS

Instructional Schools	Parking
Includes specialized non-degree granting schools that provide instructional classes in areas including, but not limited to, music, martial arts, dance, gymnastics, language, and tutoring. Includes facilities that focus on the physical and mental development of early childhood through the use of exercise equipment, toys, music and other age-appropriate stimuli. This use type does not include health clubs or similar uses where initial instruction is given and then members/participants are free to participate and/or utilize the facility's equipment outside of an instructional class.	1 space per 200 square feet of instructional area (dance floor, aerobic/martial arts instruction, classroom area, etc.); plus 1 space per 250 square feet of office floor area; plus required parking for additional uses on site

## 18. LIVE ENTERTAINMENT

Live Entertainment	Parking
Includes any live show, performance, singing, dancing, or artistic interpretation provided for the amusement of one or more persons but does not alter the nature and function of the primary use. (indoor or outdoor)	No additional parking required

## 19. COMMUNITY ASSEMBLY

Community Assembly	Parking
Includes the activities typically performed by, or at, the following institutions:	
a. Churches, temples, synagogues and other places of worship.	1 space per 4 fixed seats (every 24 inches of bench shall be considered one seat); plus 1 space per 28 square feet of assembly area without fixed seats
b. Public and private nonprofit clubs, lodges, fraternal organizations and meeting halls.	1 space per 4 fixed seats (every 24 inches of bench shall be considered one seat); plus 1 space per 28 square feet of assembly area without fixed seats
c. Community Centers - Includes a building and related facilities used for recreational, social, educational and cultural activities, open to the public or a designated part of the public, usually owned and operated by a public or nonprofit group or agency.	1 space per 200 square feet of recreational, cultural, social, and/or cultural activity area; plus 1 space per 250 square feet of office floor area; plus required parking for additional uses on site

## 20. MUSEUMS, PRIVATE

Museums, Private	Parking
Includes permanent facilities generally of a noncommercial nature such as aquariums, arboretums, botanical gardens, private libraries and museums, historic sites and exhibits.	1 space per 400 square feet



## 21. HOME OCCUPATION BUSINESS

Home Occupation Business	Parking
Includes office businesses which are incidental and accessory to a residential use and do not include the storage of materials of any kind or product manufacturing of any kind. Home occupation business shall be in accordance with Chapter 17.65 (Home Occupations).	No additional parking required

## 22. RESIDENTIAL HEALTH CARE FACILITY

Residential Health Care Facility	Parking
Includes residential facilities usually occupied by the elderly that provide rooms, meals, personal care and health monitoring services under the supervision of a professional nurse or other professional health care provider and that may provide other services, such as recreation, social and cultural activities, financial services and transportation. Typical uses include convalescent homes	0.5 spaces for each unit and/or bed

## 23. MULTI FAMILY MIXED USE

Multi Family Mixed Use	Parking
<p>This designation is intended for mixed use development, which is encouraged along specified commercial corridors in which revitalization of underutilized parcels or aging buildings is desired, subject to the applicable requirements of the Code. 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. Non-residential uses consistent with this district include those in the Neighborhood Commercial (CN) and Community Commercial (CC) districts.</p> <p><b>Properties within the L-UC Zone</b></p> <p>The residential density range in the L-UC zone shall be a minimum of eleven (11) to a maximum of thirty (30) dwelling units per acre, and maximum floor area ratio for the non-residential portion of the development shall be 1.0.</p> <p><b>Properties within the L-U3 Zone</b></p> <p>The residential mixed use projects in the L-U3 zone may be permitted with the approval of a Minor Use Permit. The residential density range for mixed use projects shall be a maximum of eighteen (18) dwelling units per acre, and a maximum floor area ratio for the non-residential portion of the development shall be 0.75.</p>	<p>Parking for mixed use developments shall be provided in the amount as indicated below, unless a minor use permit for a shared parking agreement is approved:</p> <p>A. For mixed use developments with two (2) bedrooms or more, parking shall be provided at a rate of two (2) spaces per residential unit and 0.5 spaces for guest parking. Parking area shall be designated and covered. Tandem parking may be permitted.</p> <p>B. For mixed use developments with one bedroom units or studios, parking shall be provided at a rate of one space per unit and 0.5 spaces for guest parking. Parking area shall be designated and covered. Tandem parking may be permitted.</p> <p>C. For mixed use developments, parking for the nonresidential component shall be provided at a rate of one space per two hundred (200) square feet.</p> <p>D. A parking analysis shall be required to determine the total number of parking spaces needed for a mixed use project. If changes to the uses occur at a future date, a new parking analysis will be required to reflect the new uses.</p> <p>E. Residential guest parking at a rate of 0.5 spaces per unit may be used to supplement the required parking spaces for the commercial component of the mixed use development.</p> <p>F. Subterranean parking will not be defined or counted as a building story or level and is encouraged in both vertical and horizontal mixed use developments.</p> <p>G. The Approving Authority may allow the integration of parking alternatives for nonresidential uses in the form of valet and/or on-street parking spaces, where permitted, with the approval of the project parking analysis.</p>

## 24. COMMUNITY CARE FACILITY

Community Care Facility	Parking
<p>Includes any residential facility which is planned, designed and managed to include facilities and common areas that maximize the residents' potential for independent living. The facility may be occupied by elderly or disabled persons or households as defined in the Health and Safety Code. Direct services that may be provided include those relating to nutritional, social, recreational, housekeeping and personal needs of the residents.</p>	<p>0.5 spaces per unit; plus guest parking at 1 space per each 8 units</p>

## 25. GENERAL RETAIL

General Retail	Parking
Includes establishments primarily engaged in the sale of goods and merchandise, but excludes those uses classified under "Retail Sales, Specific" and other use classifications in this chapter. Typical retail uses include, but are not limited to, apparel boutiques, appliance, antiques, auto parts, art supply, bakeries, butchers, bicycle, book, electronics, florists, hardware, hobby, jewelry, magazine, music, pet supply, pharmacies, sporting goods, stationary, toy, video rental, and vintage clothing stores.	1 space per 250 square feet

## 26. SECOND HAND STORES

Second Hand Stores	Parking
Includes establishments selling pre-owned or used items, including, but not limited to, apparel, electronics, furniture and household goods, but does not include antique, coin, vintage clothing, or sporting goods/memorabilia stores. Second Hand Stores are subject to the development standards in UDC Section 17.66.135.	1 space per 250 square feet

## 27. THRIFT STORES

Thrift Stores	Parking
Includes a shop selling secondhand goods, such as clothes, often to benefit a charity; also called thrift shop. Thrift stores may, but are not required to have, merchandise donation facilities. Thrift Stores are subject to the development standards in UDC Section 17.66.135.	1 space per 250 square feet, plus parking for merchandise donation facilities

## 28. FOOD STORES

Food Stores- The following are food store uses:	Parking
<p>(a) <b>Supermarket/Grocery</b> - A retail establishment, exceeding three thousand, five hundred (3,500) square feet, primarily selling food as well as other convenience and household goods and may include subordinate uses such as bakeries, delis, and take out restaurants. Alcohol sales (beer, wine, or other spirits) shall be limited to less than 10% of the shelf space for the sale of goods and shall be in accordance with the provisions of UDC Section 17.66.020 (Alcohol Sales).</p> <p>(b) <b>Convenience Store</b> - any retail establishment, up to three thousand five hundred (3,500) square feet in size, offering for sale pre-packaged food products, household items, newspapers and/or magazines, sandwiches and other pre-prepared foods for off-site consumption. Beer and wine sales shall be in accordance with the provisions of UDC Section 17.66.020 (Alcohol Sales).</p>	1 space per 250 square feet

## 29. RESTAURANTS

Restaurants	Parking
Includes establishments primarily engaged in the preparation and retail sale of food and/or beverages for immediate or semi-immediate consumption either on- or off-site. Restaurants are further classified as:	
(a) <b>Fast Food with Drive-Through or Drive-Through</b> - includes establishments primarily engaged in the retail sale of pre-prepared or rapidly prepared food and/or beverages at a walk-up counter or drive-through window for either on-site or off-site consumption and may include seating.	1 space per 100 square feet
(b) <b>Limited Service</b> - includes establishments primarily engaged in the retail sale of pre-prepared or rapidly prepared food and/or beverages at a walk-up counter for either on-site or off-site consumption and may include seating. Includes, but is not limited to, beverage shops (coffee, health drinks), delicatessens, donut shops, ice cream parlors and pizza parlors. Alcoholic beverage service and/or bars may be provided as an accessory or subordinate use in accordance with the provisions of Section 17.66.020 (Alcohol Sales).	For uses up to 1,500 square feet: 1 space per each 100 square feet, up to a maximum of 10 spaces; plus 1 space per each 100 square feet of outdoor seating areas; For uses greater than 1,500 square feet: 1 space per each 100 square feet; plus 1 space per each 100 square feet of outdoor seating areas
(c) <b>Full Service</b> - includes establishments primarily engaged in the preparation and retail sale of food and beverages, where food is ordered and served at a table. Alcoholic beverage service and/or bars may be provided as an accessory or subordinate use in accordance with the provisions of Section 17.66.020 (Alcohol Sales).	For uses up to 1,500 square feet: 1 space per each 100 square feet, up to a maximum of 10 spaces; plus 1 space per each 100 square feet of outdoor seating areas; For uses greater than 1,500 square feet: 1 space per each 100 square feet; plus 1 space per each 100 square feet of outdoor seating areas.
(d) <b>Take Out/Delivery</b> - includes establishments primarily engaged in the retail sale of food and/or beverages where all or a significant portion of the consumption takes place off-site, no on-site seating is provided.	1 space per each 250 square feet; plus 1 space per each vehicle used for business purposes

## 30. HOOKAH BAR/CIGAR CLUB

Hookah Bar/Cigar Club	Parking
Includes establishments that are primarily engaged in the on-site recreational use of tobacco products.	1 space per 250 square feet

## 31. BARS AND ALCOHOL DRINKING ESTABLISHMENTS

Bars and Alcohol Drinking Establishments	Parking
Includes establishments used primarily for sale or dispensing of alcoholic beverages for on-site consumption and that are not part of a restaurant. Such establishments may include food service which is accessory and subordinate to the primary use. Such establishments shall be in accordance with the provisions of Section 17.66.020 (Alcohol Sales). Excludes wine bars.	1 space per each 100 square feet, plus 1 space per each 100 square feet of outdoor seating area



### 32. WINE BAR (WINE SALES AND WINE CONSUMPTION ONLY)

Wine Bar	Parking
Includes establishments used primarily for sale or dispensing of wine for on-site consumption and that are not part of a restaurant. Such establishments may include food service which is accessory and subordinate to the primary use. Such establishments shall be in accordance with the provisions of Section 17.66.020 (Alcohol Sales).	1 space per 250 square feet

### 33. AS AN ACCESSORY TO A RESTAURANT

As an Accessory to a Restaurant	Parking
Alcoholic beverage service and/or bars may be provided as an accessory or subordinate use in accordance with the provisions of Section 17.66.020 (Alcohol Sales).	No additional parking required

### 34. PARKING FACILITIES

Parking Facilities	Parking
Includes parking services involving buildings or lots which are publicly or privately owned or operated.	As determined by the Director

### 35. WIRELESS TELECOMMUNICATIONS FACILITY

Wireless Telecommunications Facility	Parking
<p>Includes commercial and private electromagnetic and photoelectric transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, cellular telephone, microwave communications and data network communications; including commercial earth stations for satellite-based communications. Includes antennas (dish and satellite), telecommunication towers, monopoles and equipment buildings. Wireless communication facilities shall be in accordance with Chapter 17.69 (Wireless Communication Facilities and Satellite Dish Antennas). Does not include accessory structures, including home television and radio receiving antennas, HAM radio antennas, residential satellite dishes in accordance with Chapter 17.69 (Wireless Communication Facilities and Satellite Dish Antennas), and communications facilities for community services provided by a public agency.</p> <p>Co-located – Must be below the roofline of the building, camouflaged, and architecturally consistent with the building or structure and similar to the other wireless facilities on the project site.</p>	As determined by the Director

36. PUBLIC SERVICES, GENERAL

Public Services, General	Parking
Includes uses provided by public or semi-public agencies which are necessary to support the community's health, safety, and welfare. Typical general public services include, but are not limited to: community water facilities (includes storage, wells, and treatment facilities); administrative government facilities; libraries; museums; police and fire stations; and post offices.	As determined by the Director

# CHAPTER 7

## FRONTAGE TYPE STANDARDS

### 7.1.010 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 Lyons Avenue a continuity that gives distinctive character to the street while also contributing to the specific form of each building. Frontages 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 Lyons 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.

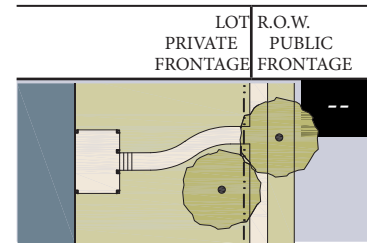
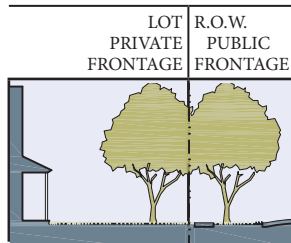
A lot may be developed only with a building having a frontage type allowed by Chapter 4 in the transect zone applicable to the lot. Other frontage types may be allowed subject to section 2.1.030.B.

### 7.1.020 Frontage Summary and Definitions

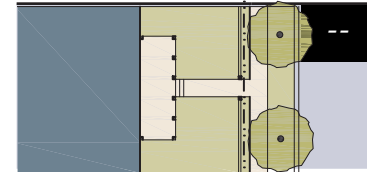
The character and arrangement of the private frontage is regulated by the standards herein, these shall be applied to each zone to create a particular and appropriate transitional relationship between the private and public realm. This relationship between the private and public realm is what collectively 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

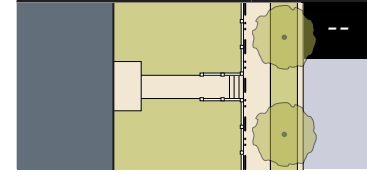
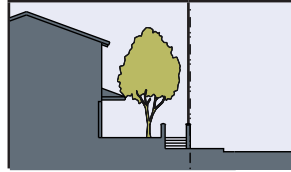
a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.



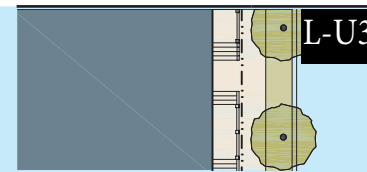
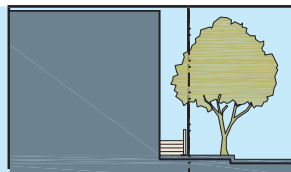
b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.



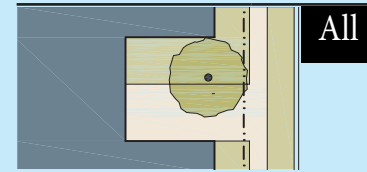
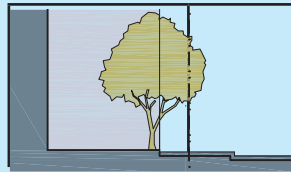
c. Dooryard: a frontage wherein the facade is set back from the frontage line with an elevated garden or terrace permitted to encroach. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for cafes as the eye of the sitter is level with that of the standing passerby.



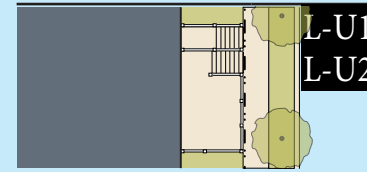
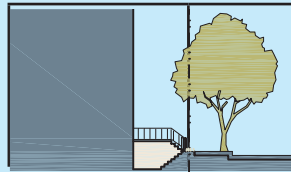
d. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing.



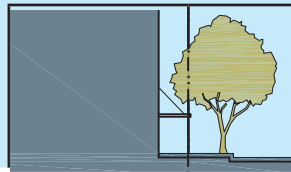
e. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.



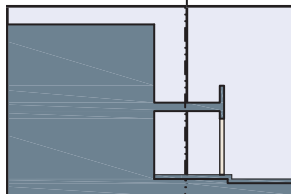
f. Lightcourt: a frontage wherein the facade is setback from the frontage line by a sunken lightcourt. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.



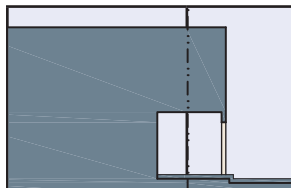
g. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.



h. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.



i. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.





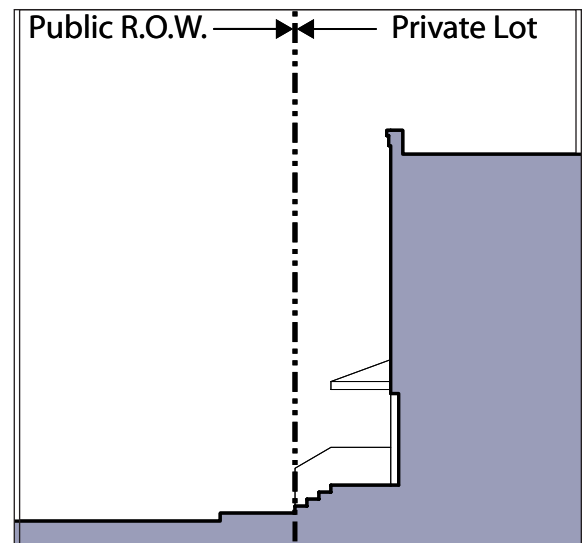
## 7.1.030 Stoop

### A. DESCRIPTION.

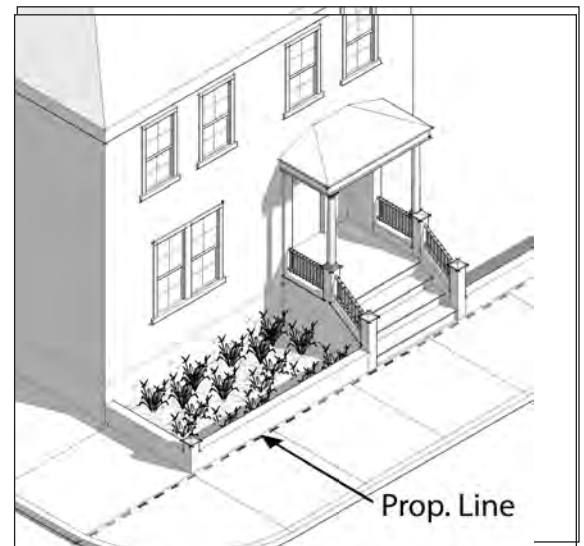
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk. The stoop is suitable for ground-floor commercial use at short setbacks. A shed roof may also cover the stoop. This type may be interspersed with the Shopfront and Awning frontage type.

### B. DESIGN STANDARDS.

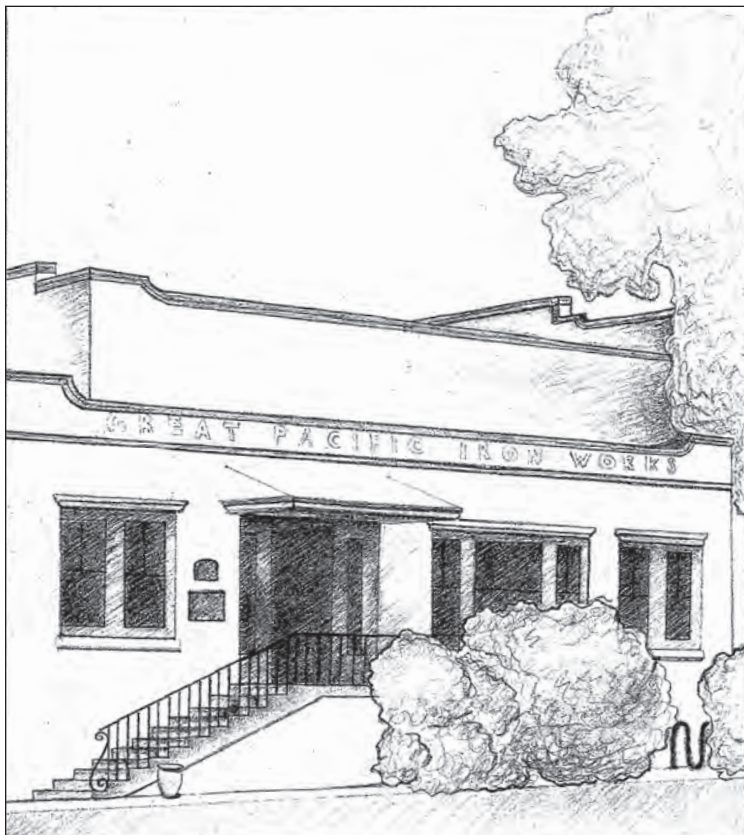
1. Stoops may encroach 8' maximum into front setback.
2. Stoops shall be raised 18" minimum, and 36" maximum from the finished grade.
3. Stoops must correspond directly with the building entry(s).
4. Stoops shall be 6' minimum and 10' maximum wide.
5. There may be a low (30" or less) decorative fence along the property lines.



Illustrative Diagram



Illustrative Diagram



Illustrative Rendering



Illustrative Photo

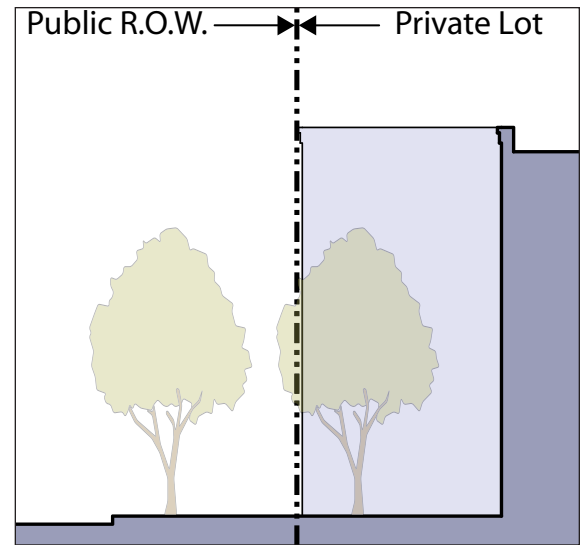
## 7.1.040 Forecourt

### A. DESCRIPTION.

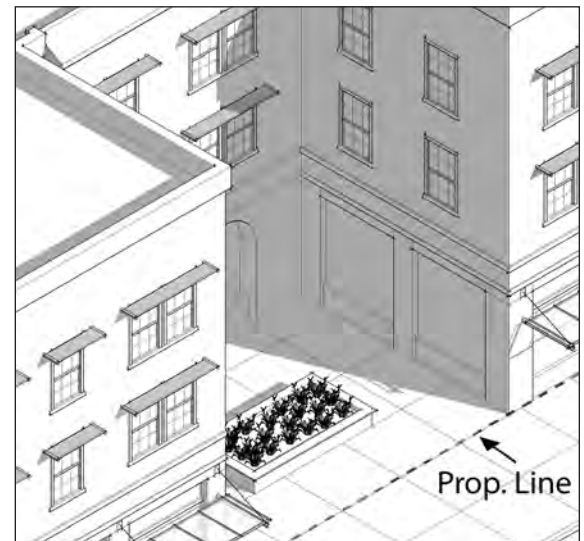
Forecourts are uncovered courts within a storefront, gallery or arcade frontage, wherein a portion of the facade is recessed from the building frontage. The court is suitable for outdoor dining, gardens, vehicular drop-offs, and utility off loading. A fence or wall at the property line may be used to define the private space of the court. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court. This type should be used sparingly and in conjunction with Stoops and Shopfronts.

### B. DESIGN STANDARDS.

1. A forecourt shall be 10' deep minimum (clear) and 30' deep maximum (clear)
2. A forecourt shall be 10' wide minimum and 50' wide maximum or 50% of lot width, whichever is less.
3. Forecourts shall have a minimum of 25% landscaping.
4. A 6 to 8 foot decorative non-view obscuring wall may be used to define the private space of the court.
5. If the forecourt is raised above the adjacent grade, it should not be more than 3' above the grade of the sidewalk.



Illustrative Diagram



Illustrative Diagram



Illustrative Photo



Illustrative Photo



## 7.1.050 Lightcourt

### A. DESCRIPTION.

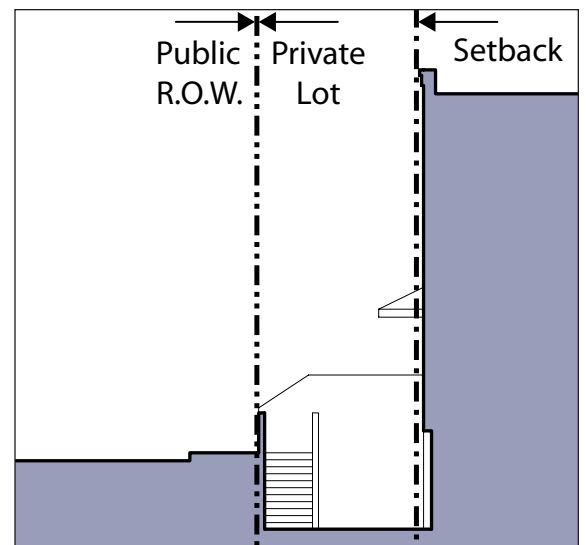
Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. Lightcourts buffer residential uses from sidewalks and remove the private yard from public encroachment. A lightcourt is suitable for conversion to outdoor cafes.

### B. DESIGN STANDARDS.

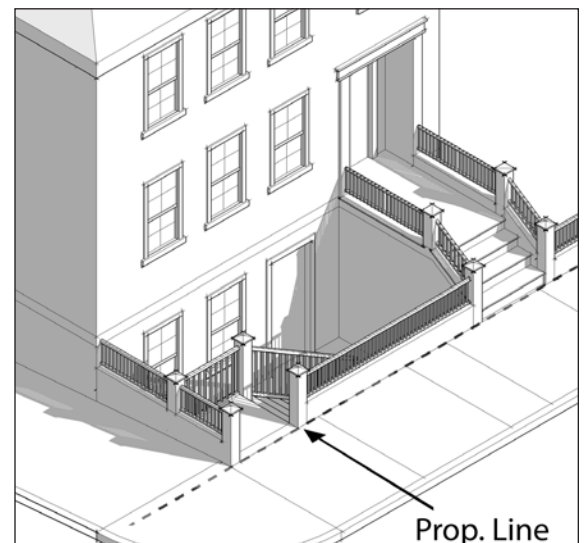
1. Basements accessed by a lightcourt shall be depressed at least 2' below, but not more than 5' below, the adjacent sidewalk.
2. Ground floors accessed by a lightcourt shall be raised at least 12" above, but no more than 5' above, the adjacent sidewalk.
3. Lightcourts must correspond directly with the building entry(s) and the stairs may be perpendicular to or parallel with the adjacent walk.
4. Lightcourts shall be at least 10' wide, clear of the stair to the raised ground floor.



Illustrative Rendering



Illustrative Diagram



Illustrative Diagram

## 7.1.060 Shopfront and Awning

### A. DESCRIPTION.

Typically, 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.

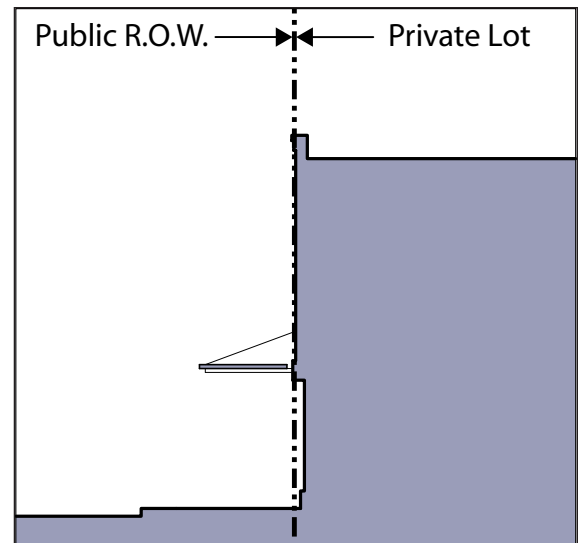
### B. DESIGN STANDARDS

Storefronts are like small buildings with their own base, “roofline”, and pattern of window and door openings.

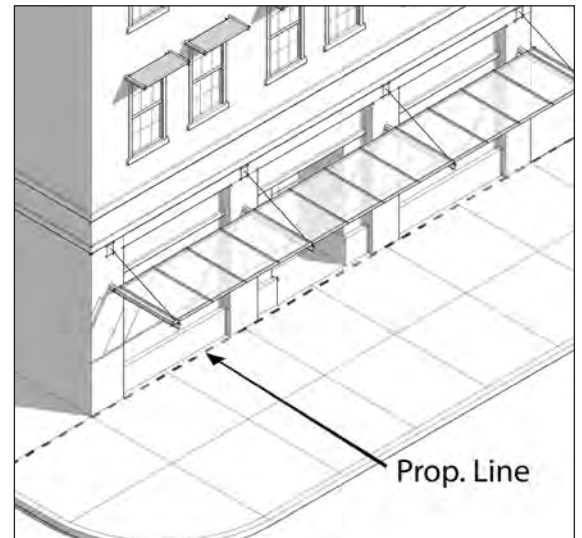
1. Storefront assemblies (the doors, display windows, bulkheads and associated framing) should not be set back into the Shopfront openings more than 2' maximum, so that passing pedestrians have a clear view of the shop interior.
2. With the incorporation of an outdoor dining area, storefronts may be set back up to 12', but not less than 8' to create a covered Alcove. The maximum width of the Alcove shall be no more than 25' or 25% of the building width, whichever is less.
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.
5. Recessed Entries are recommended.

Recommended treatments include:

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



Illustrative Diagram



Illustrative Diagram



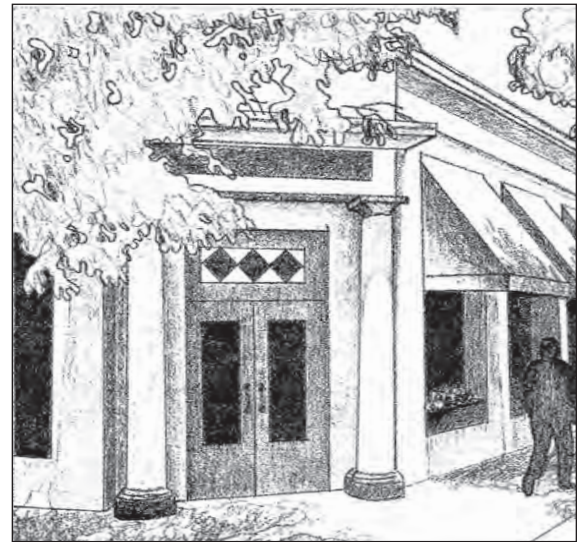
Illustrative Photo



6. Doors should be substantial and well detailed. They are the one part of the storefront that patrons will invariably touch and feel. They should match the materials, design and character of the display window framing. Aluminum framed doors are not recommended.
7. 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.
8. Awnings, signs, and related fixtures shall be located 8 feet min. above the adjacent sidewalk.
9. Awnings shall only cover Storefronts and openings, so as not to cover the entire Facade.



Illustrative Rendering



Illustrative Rendering



Illustrative Photo

# CHAPTER 8

## BUILDING TYPE STANDARDS

### 8.1.010 Purpose and Applicability

#### A. PURPOSE.

This section identifies the building types allowed within the Lyons 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 pursuant to building type allowed by Chapter 4 in the transect zone applicable to the lot. Other building types may be allowed subject to section 2.1.030.B.

## 8.1.020 Commercial Pad



Illustrative Photo



Illustrative Rendering

### 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.

### B. ACCESS.

1. The main pedestrian entrance shall directly face the primary street elevation.
2. Where an alley is present, parking shall be accessed through the alley.
3. On a corner lot without access to an alley, parking shall be accessed from the side street.
4. There shall be no more than one driveway to any one street for each development site, unless otherwise by the Director.
5. Reciprocal ingress and egress, circulation and parking arrangements shall be encouraged where possible to limit unnecessary driveways.

### C. PARKING AND SERVICES.

1. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the façade of the structure shall be consistent with the colors and materials and character of the primary structure.
2. Where an alley is present, services, above ground equipment, and trash enclosure areas shall be located adjacent to the alley.
3. Where an alley is not present, 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.
4. 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.

5. Rooftop equipment shall be screened from view on all sides, and integrated into the overall building design.
6. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.
7. Trash enclosures shall be located within the rear 50% of the project site. Access shall be conveniently located and causes a minimum number of parking spaces to be blocked while a refuse truck is present.

### 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. 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 requirement.
3. Outdoor dining/public space shall be landscaped 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, unless expressly allowed subject to the issuance of a Minor Use Permit.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Where appropriate, buildings shall include varying heights to create visual interest and to reduce massing.





Illustrative Photo



Illustrative Photo

## 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 striped, marked, or otherwise distinctly delineated.
3. Drive-through reader and order boards shall be obscured from public view and shall be located within the rear 50% of the project site. A drive-through lane may be approved outside the rear 50% of the project site, subject to the issuance of a Conditional Use Permit.
4. 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. 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.
  - e. Other uses as 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:

- a. All public landscaping fronting the subject property shall be incorporated as a part of all proposed projects subject to the regulating public landscape plan.
- b. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
- c. Landscape shall not obscure the visibility of ground floor storefronts.

## 8.1.030 Shopfront Commercial



Illustrative Photo



Illustrative Photo

### 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.

### B. ACCESS.

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 an alley.
3. Where an alley is not present, parking shall be accessed through a secondary street where possible.
4. 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.

### C. PARKING AND SERVICES.

1. Required parking may be at-grade or subterranean.
2. Services, above ground equipment, and trash enclosure areas shall be located within the rear 25 percent of the lot and shall be accessed through the alley.
3. Where an alley is not present, 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.
4. 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.
5. 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.

6. 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.
7. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.
8. Drive-throughs are prohibited.

### 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, unless expressly allowed subject to the issuance of a Minor Use Permit.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Where appropriate, buildings shall include varying heights to create visual interest.





Illustrative Photo



Illustrative Photo

## F. LANDSCAPE.

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

- a. All public landscaping fronting the subject property shall be incorporated as a part of all proposed projects subject to the regulating public landscape plan.
- b. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
- c. Landscape shall not obscure the visibility of ground floor storefronts.

## 8.1.040 Commercial Block-Commercial



Building Type Diagram

### 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.

1. The main 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. Where an alley is present, parking shall be accessed through the alley.
5. Where an alley is not present, parking shall be accessed from the street through the building.
6. On a corner lot without access to an alley, parking shall be accessed from the side street through the building.
7. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
8. 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.
9. Services and/or loading areas shall not face public streets.
10. Pedestrian linkages to nearby neighborhoods, other commercial project, and the street edge shall be provided.
11. Access between transit stops and building entrances shall be clearly defined.
12. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.



Illustrative Photo

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

### C. PARKING AND SERVICES.

1. 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.
2. Where an alley is present, services, above ground equipment, and trash enclosure areas shall be located on the alley.
3. Where an alley is not present, 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.
4. 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.
5. 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.
6. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.
7. Trash facilities and recycling containers must always be within covered enclosures.

### 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.



**Illustrative Photo**

3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building, unless expressly allowed subject to the issuance of a Minor Use Permit.
4. Buildings on corner lots shall be designed with two facades of equal architectural expression. 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 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.



**Illustrative Rendering**

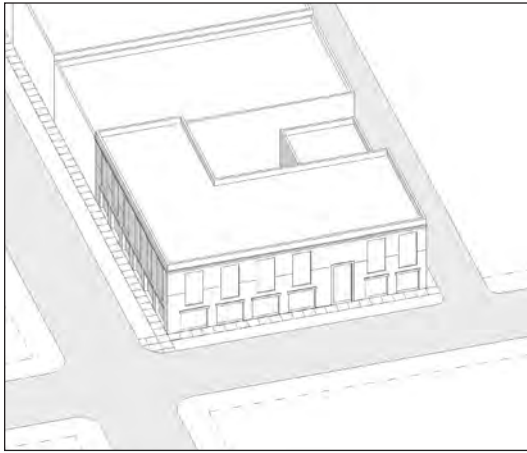
#### **F. LANDSCAPE.**

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

- a. No private landscaping is required in front of the building if built to property line.
- b. All public landscaping fronting the subject property shall be incorporated as a part of all proposed projects subject to the regulating public landscape plan.
- c. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
- d. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.
- e. Landscape shall not obscure the visibility of ground floor storefronts.
- f. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.



## 8.1.050 Commercial Block-Mixed Use



Building Type Diagram

### 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.

### B. ACCESS.

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. Where an alley is present, parking shall be accessed through the alley.
6. Where an alley is not present, parking shall be accessed from the street through the building.
7. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
8. On a corner lot without access to an alley, parking shall be accessed from the side street through the building.
9. Services and/or loading areas shall not face public streets.
10. Pedestrian linkages to nearby neighborhoods, other commercial projects, and the street edge shall be provided.
11. Access between transit stops and building entrances shall be clearly defined.
12. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.



Illustrative Rendering

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

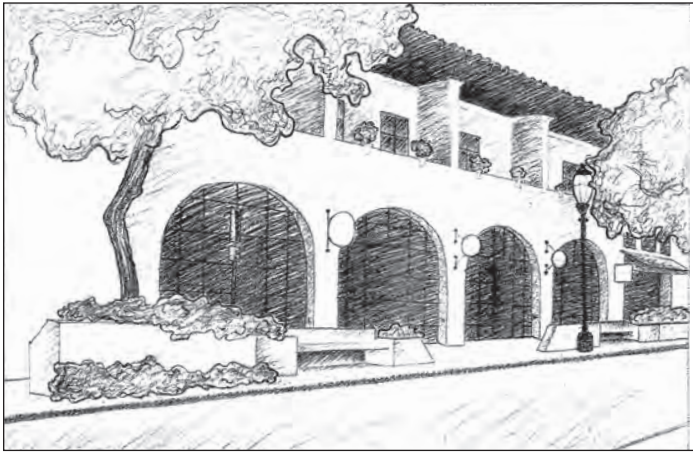
### C. PARKING AND SERVICES.

1. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the façade of the structure shall be consistent with the colors and materials and character of the primary structure.
2. Dwellings may have indirect access to their parking stalls.
3. Where an alley is present, services, above ground equipment, and trash enclosure areas shall be located on the alley.
4. Where an alley is not present, 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.
5. 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.
6. 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.
7. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.
8. Trash facilities and recycling containers must always be within covered enclosures.

### 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.





Illustrative Rendering

3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building, unless expressly allowed subject to the issuance of a Minor Use Permit.
4. Buildings on corner lots shall be designed with two facades of equal architectural expression.
5. Where appropriate, buildings shall include varying heights to reduce massing.

#### E. OUTDOOR SPACE.

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

##### Required residential outdoor space

1. Required yard 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:
  - 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.



Illustrative Rendering

##### 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:

- a. No private landscaping is required in front of the building if built to property line.
- b. All public landscaping fronting the subject property shall be incorporated as a part of all proposed projects subject to the regulating public landscape plan.
- c. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.
- d. 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.
- e. Landscape shall not obscure the visibility of ground floor storefronts.
- f. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.

## 8.1.060 Commercial Fuel Station



Illustrative Rendering

### A. DESCRIPTION.

A Commercial Fuel Station is a facility where gasoline or other fuels are sold and where accessory car washes may be permitted with the appropriate entitlement. A fuel station consists of a fuel bar with gasoline or alternative fuel outlets and typically other associated facilities such as car washes convenience stores and food services. A Commercial Fuel Station may be located upon a qualifying lot defined in Chapter 6 (Allowable Land Uses).

### B. ACCESS.

1. The minimum drive aisle width for exterior drive aisles adjacent to new or redeveloped pump islands shall be eighteen (18) feet. The minimum drive aisle width for interior drive aisles adjacent to new or redeveloped pump islands shall be twenty six (26) feet curb to curb.
2. 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.

### C. PARKING AND SERVICES.

1. Where an alley is present, services, above ground equipment and trash container areas shall be located on the alley.
2. Where an alley is not present, above ground equipment and trash enclosures shall be located at/or within the rear 50% of the project site and be screened from public view with landscaping or a fence to the satisfaction of the Director. This standard may be modified subject to an Adjustment (within up to 60% of the rear of the project site) or Variance (outside 60% of the rear of the project site).
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.

4. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.
5. Parking area shall not be permitted to block ingress to or egress from pump islands or service bays.

### D. DESIGN STANDARDS.

1. Tank and tank vents shall be completely screened or incorporated into the building architecture.
2. Separate structures (canopies, car wash, cashiers booth, etc.) shall have consistent architectural detail and design elements to provide a cohesive project site.
3. Corporate colors or patterns shall not be permitted for any structure or site element, other than the sign.
4. All station amenities such as lighting fixtures, trash receptacles, and other features shall be coordinated in design with the building and the district in which it is located
5. Public rest rooms shall be provided on site. Where a convenience store is present, rest rooms shall be accessed from the interior of the convenience store.
6. The servicing and/or maintenance of vehicles shall be prohibited.
7. Propane tanks are allowed as an accessory use to a fueling sales facility. They shall be screened and/or landscaped, and set back from any right-of-way in a location that is satisfactory to the Director.
8. The outer radius of any turning area to all pump islands shall be a minimum of twenty-five (25) feet.
9. Sale of merchandise, clearly incidental to the automotive industry shall be permitted only within an enclosed building. Merchandise display shall be permitted on each pump island; provided, that the aggregate display area on each island shall not exceed twelve (12) square feet.



Illustrative Photo



Illustrative Rendering

### E. CANOPY DESIGN.

1. Pump canopies shall have peaked roofs and relate architecturally in scale, proportion, materials, detail and color with the building.
2. Peaked roof forms shall be required for the pump canopies with a minimum 4:12 roof pitch and gable ends oriented to the street when possible.
3. Metal or plastic detail shall not be permitted.
4. Lighted bands or tubes or applied bands of corporate color are prohibited.

### F. LIGHTING STANDARDS.

1. All light sources shall be directed downward and shielded from streets or adjoining properties. Illuminators should be integrated within the architecture of the building into the canopy dripline.
2. Light fixtures mounted under canopies should be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface (ceiling) of the canopy.
3. Lights should not be mounted on the top or sides (fascias) of the canopy, and the sides (fascias) should not be illuminated.
4. Maximum pole heights shall not exceed 15'.

### G. ACCESSORY CAR WASHES.

1. The wash rack and any other enclosed work space shall be constructed and arranged so that entrances, exits and openings therein shall not face any property in any residential zone, or shall be adequately screened and noise buffered from the residential zone.
2. Self-service car washes shall provide a minimum three (3) car stacking area for the washing, drying and vacuuming of cars. These stacking areas shall be in the rear of the site and screened from the public right-of-way to the satisfaction of the Director.

3. Wash and rinse water shall be fully reclaimed and recirculated at full service car washes. Additional non-reclaimed water required to account for losses due to evaporation, water carried out on vehicles as a result of their having been washed, and similar losses is permitted. The reclamation and recirculation system shall be designed by a professional engineer registered in the State of California to practice in the field of mechanical engineering.
4. Provisions shall be made to prevent area water from the site from flowing over any public sidewalk.
5. Self-service automated car washes shall be permitted as accessory uses to fuel sales and shall be located no closer than fifty (50) feet from a residential zone unless modified by the Director.

### H. LANDSCAPE.

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

- a. All public landscaping fronting the subject property shall be incorporated as a part of all proposed projects subject to the regulating public landscape plan.
- b. Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting building structures back from the street is unavoidable. Landscape planters shall incorporate a decorative two foot high garden wall along all street frontage.



# CHAPTER 9

## ARCHITECTURAL STANDARDS

### 9.1.010 Purpose and Applicability

#### A. PURPOSE.

The standards in this section provide direction for the design of buildings, appurtenances, and site elements within the Lyons Corridor Planning Area. The materials, methods, and forms herein are standards. 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 Lyons 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 communities that possess qualities that make them special, unique, and memorable.*



## 9.1.020 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 to the discretion of the Director:

Ornamental plantings;

Planted driveway medians (minimum seven feet wide);

Water features;

Architectural monuments;

Decorative walls;

Enhanced paving (colored, textured, and permeable);  
and

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 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 from 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. 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 and intersections 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.

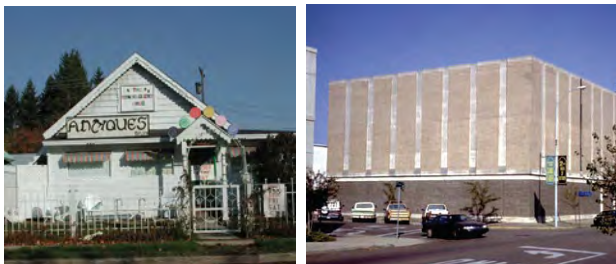




#### G. DESIRABLE ELEMENTS OF A PROJECT DESIGN.

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.

## 9.1.030 Architectural Standards for Specific Styles

### A. STYLE PRECEDENTS.

This section identifies the architectural styles allowed within the Lyons Corridor: Craftsman and Victorian. These two styles were selected by the community during the public outreach effort and also reflect the style of recent buildings that have been constructed within the corridor. 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 Lyons Avenue; 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 Craftsman and Victorian styles, but are not comprehensive. Designers and applicants are encouraged to create projects that use not only the design elements listed but also other Craftsman and Victorian 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 Craftsman and Victorian styles 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 Craftsman and Victorian styles.



### A. HISTORY AND CHARACTER.

The Craftsman Style is derived from the constructional logic of carpentry in which buildings are proportioned and formed by the repetition of structural elements: walls, columns, beams, rafters railings and so on. Its guiding force was the English Arts and Crafts movement, which favored the beauty and honesty of traditional hand craftsmanship and natural materials. In America, these ideas and the style that derived from them were espoused and disseminated by Gustav Stickley. The style was adapted for countless small houses and bungalows from the 1900s to the 1940s but found its most sophisticated expression in the California work of Pasadena architects Greene and Greene. The Craftsman bungalow became widely popular during that era. Since that time, the Craftsman style has developed various interpretations that have adapted it to multi-family and mixed-use prototypes. Craftsman Style buildings are defined by large gabled roofs, occupied attic spaces lit by dormer windows and street-friendly porches. The massing is low slung. Walls of horizontally patterned wood siding or shingles typically sit upon a brick, stone or stucco foundation base. Windows and doors are vertical in proportion and are trimmed in wood. Roofs are sloped with clad in wood or asphalt shingles with broad overhangs and exposed rafter tails. Porch and balcony roofs are typically supported by brick, stone, stucco or heavy timber piers. Chimneys are stucco, stone or brick.

### *Essential Characteristics of the Craftsman Style*

*Low, horizontal proportions, characterized by low pitched gable roofs, horizontal materials, and broad windows and doors.*

*Wide, projecting eaves with exposed rafters tails, supporting beams or braces, and timber-frame decoration in the gable ends.*

*Ganged windows and doors, vertical in proportion and trimmed with wood.*

*An emphasis on natural materials, particularly wood and brick, often with natural stone foundations and piers.*





## 9.1.040 Craftsman

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

### A. GENERAL DESIGN ELEMENTS.

1. Wood shingle siding and/or wood horizontal siding and/or cut stone cladding.
2. Tapered porch supports
3. Exposed rafters
4. Decorative (false) beams or braces under gables
5. Shed, gabled or eyebrow dormers

### B. ROOF ELEMENTS.

1. Low-Pitched gabled (or sometimes hipped roof)
2. Wide, unenclosed eave overhangs
3. Timber framed
4. Triangular knee brace supports are common

### C. OPENINGS.

1. Windows are typically double hung, casement or french casement with clear glass panes.
2. Windows should be framed with 4" minimum wood or fiber cement trim and a 2" minimum apron.
3. Window sills are highly encouraged.
4. Door surrounds should be wood, brick or cast stone.
5. Doors may have square or arched tops.

### D. BAYS.

1. Bays are used to break down the massing of the building.
2. Two types are found: Square and Oriel/Chamfered.
3. Made from a combination of wood, stucco, or cast stone.

### E. VENTS.

1. Attic vents are often found on gable ends and have a simple trim surround.
2. May be grouped with small accent windows.
3. Sometimes found as decorative grills.



## F. MATERIALS

<b>Cladding</b>	Siding, brick, or stucco. Siding may be wood, composition board, or fiber-cement board with beeded lap or bevelled profile. Stucco may be cement with smooth sand finish. Stucco is permitted only as a primary material on one-story structures, or as a base material on multi-story structures.
<b>Foundations</b>	Stone, cast stone, painted concrete, or brick face.
<b>Windows</b>	Wood, aluminum-clad wood, vinyl, or vinyl-clad wood. Glass shall be clear and non-reflective.
<b>Doors</b>	Principal doors may be made of wood or fiberglass. French doors may be made of wood, aluminum-clad wood, vinyl, vinyl-clad wood, or fiberglass.
<b>Gutters</b>	Half round copper or metal. PVC is not permitted.
<b>Downspouts</b>	Round or rectangular, copper or metal. PVC is not permitted.
<b>Columns</b>	Wood, fiberglass, or composite.
<b>Railings</b>	Square balusters in wood.

## G. COLORS

<b>Cladding</b>	Siding and stucco colors may be dark green, olive-green, light brown, light blue, or natural stained. Brick may be red.
<b>Roofing</b>	Roof shingles are typically dark gray or black.
<b>Windows</b>	Sashes and frames may be white or off-white. Additional colors conditional upon approval.
<b>Trim</b>	White, off-white, dark brown, dark red, or dark green. Additional colors conditional upon approval.
<b>Gutters/Downspouts</b>	Natural copper finish, or white, black, dark red, or dark green.
<b>Columns</b>	White, off-white, dark brown, dark green, or natural stained.
<b>Railings</b>	White or off-white. Additional colors conditional upon approval.

## 9.1.050 Victorian



### A. HISTORY AND CHARACTER.

Victorian architectural styles employ the use of highly decorated wood accents, attention to detailing at all portions of the building, geometric shapes, and a mix of hip and gable end roof designs all brought together with an array of accent and field color schemes. Historically, the Victorian architectural style is associated with the architectural styles prominent during the late 1800s and into the early 1900s, which corresponds to the late decades of the reign of Queen Victoria in the United Kingdom. There are six sub-styles of Victorian architecture: Second Empire, Stick (Eastern and Western), Queen Anne, Shingle, Richardson Romanesque, and Folk Victorian. The type of Victorian architecture appropriate for the Lyons Corridor Planning Area shall refer to the Stick, Queen Anne, and Folk Victorian Styles.

### *Essential Characteristics of the Victorian Style.*

*Steeply pitched gable roofs*

*Wide projecting eaves and decorated gable rakes.*

*Tall vertical proportions for windows and doors.*

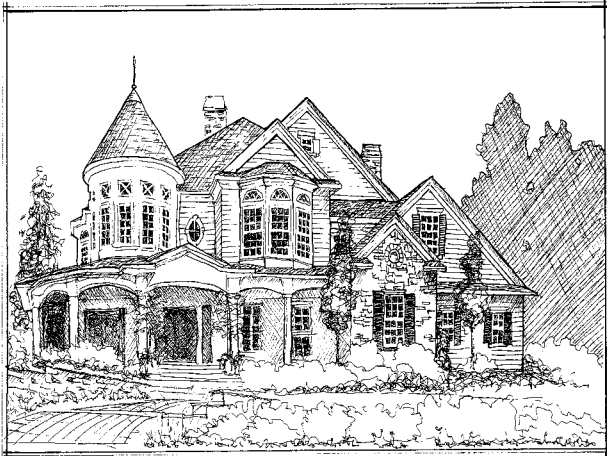
*Highly detailed windows and door head trim.*

*Walls of brick, clapboard, board and batten, shingle, or stone*

*Highly detailed wooden porches and balconies.*



## 9.1.050 Victorian



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

### A. ROOF ELEMENTS.

The Victorian style uses steeply sloped roofs that are composed of a combination of hip, gable, shed, and rare curvilinear roof forms. Gable ends are highly decorated at the apex whereas hip forms are less detailed. Tower elements are often highly decorative to create dramatic interest and are typically utilized at an entry point or corner of the building.

### B. ATTACHED ELEMENTS.

Covered porches and open spindle balconies are common with the Victorian style. Gable and shed dormers create interest along the roof plan. Decorative wood detailing is attached at gable ends, posts, and eaves.

### C. OPENINGS.

Doors and windows are detailed with wood trim and accent color. Door and windows often contain larger panes of glass surrounded by smaller panes.

### D. WALL ARTICULATION.

Each wall plan should be articulated to provide relief, detail, and scale to the building design. The Victorian style typically includes the use of enhanced entries and large overhangs, coupled with steeply sloped roof forms. Wall plans should be simple and articulated at changes of roof forms. Geometric wall angles are introduced at corners.

### E. ACCENTS.

Typical accents include knee bracing at gable ends, overhang detailing, siding enhancement, and finials at the gable apex. Decorative wood detailing are common throughout the building design.

## F. MATERIALS AND ACCENTS

<b>Walls</b>	Horizontal lap siding, board and batten siding, scalloped siding, shingle siding, native stone, brick, cement/fiber siding (6-inch, 8-inch, 12-inch horizontal siding).
<b>Foundations</b>	Stone, cast stone, painted concrete, or brick face.
<b>Windows</b>	Wood, aluminum-clad wood, vinyl, or vinyl-clad wood. Glass shall be clear and non-reflective. Often containing larger panels of glass surrounded by smaller panes.
<b>Doors</b>	Principal doors may be made of wood or fiberglass. French doors may be made of wood, aluminum-clad wood, vinyl, vinyl-clad wood, or fiberglass.
<b>Gutters</b>	Half round copper or metal. PVC is not permitted.
<b>Downspouts</b>	Round or rectangular, copper or metal. PVC is not permitted.
<b>Columns</b>	Wood, fiberglass, or composite.
<b>Roofing</b>	Dimensional asphalt/composite shingles, limited metal roofing, multi-gabled roof.
<b>Accents</b>	Ornamental trim, moldings, scrolled brackets, scalloped shingles, wood vents, decorative stone or brick bands, decorative braces, decorative half-timbering, lintel-type sash, canvas awnings, wood porches, balconies/shading devices, circular corner building forms, overhanging eaves, encircling porch or veranda, tapered round porch posts, spindle and spool-like balusters, spindles along porch frieze, lattice-like porch base, barge board or verge boards, bay windows

## G. COLORS

<b>Walls</b>	Muted shades of virtually any color are appropriate.
<b>Stonework</b>	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.
<b>Trim</b>	Brighter colors should be used as accents.



# CHAPTER 10

## SIGN STANDARDS

### 10.1.010 Purpose

This section contains standards and guidelines for signage to ensure that signs installed throughout the Lyons Avenue 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 Lyons Avenue Corridor Plan.

### 10.1.020 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 Lyons Avenue 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 described as Tier One or Tier Two projects as detailed in section 2.1.040 of this plan shall adhere to the standards set forth in this section of the Lyons Avenue Corridor Plan. All other properties not considered a Tier One or Tier Two project shall comply with Section 17.51.080 of the Unified Development Code.

### 10.1.030 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 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 described as Tier One or Tier Two projects as detailed in section 2.1.040 of this plan.

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 Lyons Avenue 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.

### **10.1.040 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 as opposed to a pylon sign, the sign may have an area exceeding fifty-four (54) square feet per sign face, including the base, 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.
- e. Larger centers of three (3) or more acres or where visibility constraints justify a monument sign as opposed to a pylon sign, a maximum height of up to eight (8) feet may be permitted, pursuant to a sign review for enhanced signing per Section 17.23.190 of the UDC.

### 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.





## 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.

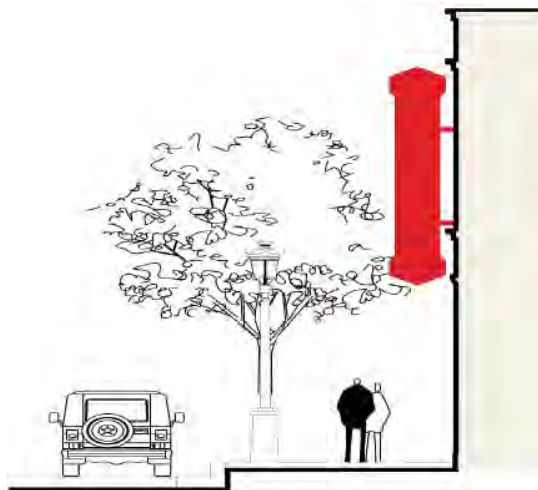
- a. Including the attachment apparatus, Grand Projecting Signs shall project no more than three (3) feet from the façade of the building. Grand Projecting Signs may project up to four (4) feet from the facade of the building pursuant to an enhanced Sign Review.
- b. Grand Projecting Signs shall not 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.

### 3. 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.
3. **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.



## 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.

#### b. 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.

3. **Lighting.**

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

3. **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.





## 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.
3. **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.



## 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:

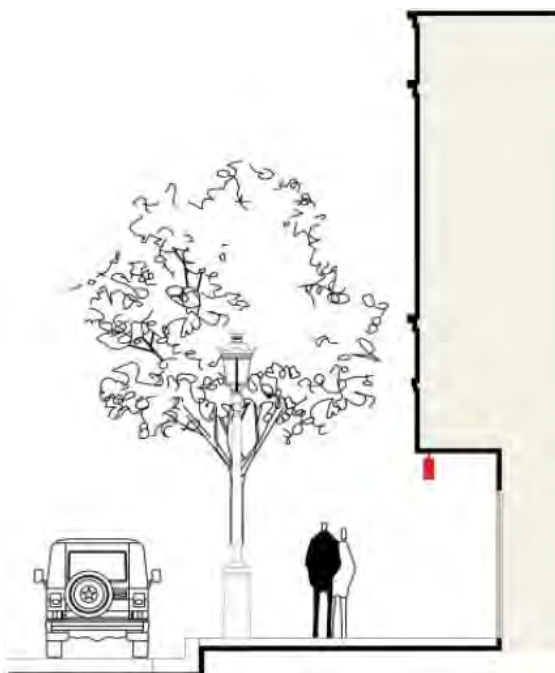
1. **Number.**
  - a. Only one Awning Face Sign per establishment shall be permitted.
2. **Area, Height and Width.**
  - a. No Awning Face Sign shall exceed twenty percent (20%) of the area of the awning face.
  - b. The height of the Awning Face Sign shall not exceed eighteen (18”) inches in height 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.
3. **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.



## 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.
3. **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.



## 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.





## 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.** Only one Building Identification Sign shall be allowed for each multi-tenant building.
  - a. 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.



## 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.



## 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 on 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.

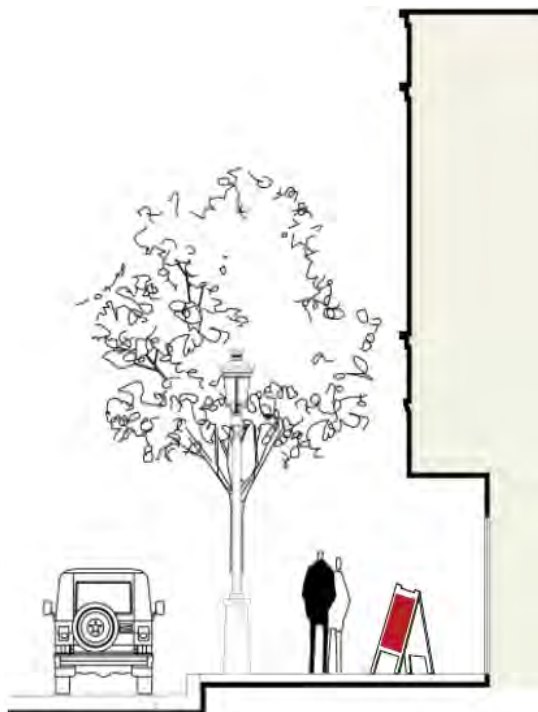
- a. Portable Signs may be located on private property and are prohibited within any drive internal drive aisle or any portion of the public right-of-way.
- b. Portable Signs shall be only be located directly adjacent to the associated establishment.
- c. Hand-held portable signs are prohibited.

### 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.**

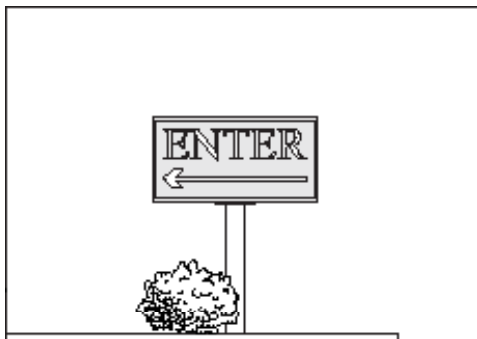
Real Estate signs may be approved subject to Section 17.51.080 (o) of the UDC and shall not count towards the total permitted sign area.

**O. FUEL PRICING SIGNS.**

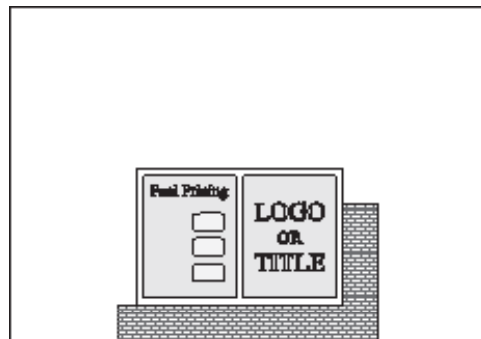
Fuel Pricing signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.

**P. FUEL SALES CANOPY SIGNS.**

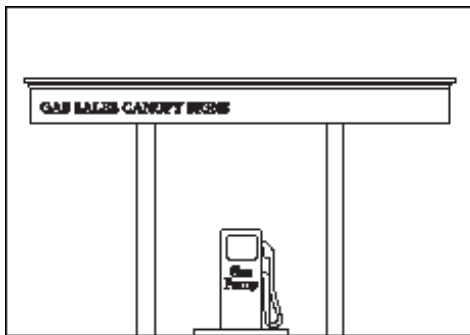
Fuel Sales Canopy signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.



**DIRECTIONAL/INFORMATION SIGN**



**FUEL PRICING SIGN**



**FUEL SALES CANOPY SIGN**



**INCIDENTAL BUSINESS SIGN**



**REAL ESTATE SIGN**



# CHAPTER 11

## STREET AND STREETSCAPE STANDARDS

### 11.1.010 Purpose and Applicability

#### A. PURPOSE.

This section identifies the street and streetscape types allowed within the Lyons Corridor Planing 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 Lyons Avenue 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.
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.

### 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.*

11.1.020 Lyons Avenue- Existing

A. EXISTING CONDITION.

From approximately Newhall Avenue to the Interstate 5 freeway, Lyons Avenue is defined by its functionality as a vehicular corridor for surrounding residential neighborhoods and primarily consists of one to four story commercial buildings. Many of these buildings were constructed in the 1970's and reflect a style that lacks distinctive architectural character and is reminiscent of the development patterns of that era. It is an urban thoroughfare consisting of four to six lanes of traffic with limited parallel parking and partially landscaped medians throughout. The existing right-of-way varies between approximately 90 and 100 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 B

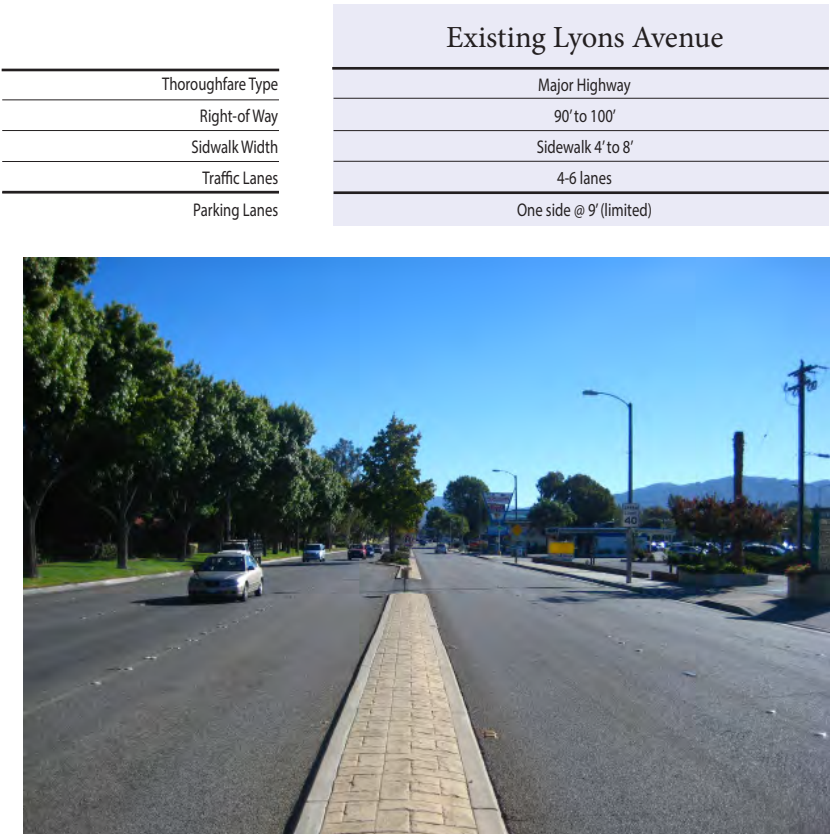


EXHIBIT A

Exhibit A shows a typical cross section of Lyons Avenue looking east towards Peachland Avenue. An under utilized commercial center to the south (right) and the Old Orchard II residential subdivision and Old Orchard Park to the north (left). This exhibit demonstrates a portion of the current condition of Lyons Avenue highlighting the partially landscaped medians, six lanes of traffic and development patterns typical of 1970's era development including an uninviting pedestrian experience and surface parking lots immediately adjacent to the public right-of-way. The Lyons Corridor Plan encourages buildings to be brought to the front of parcels masking parking lots from public view and pedestrian oriented development including public landscaping and inviting storefronts. Many of the pedestrian spaces within the planning area are constrained by above ground appurtenances obstructing pedestrian and bicycle traffic as demonstrated in Exhibit B. The Lyons Corridor Plan encourages the development of the public realm to create environments that are inviting and adequately suited to pedestrian and bicycle traffic.



11.1.020 Lyons Avenue- Existing

B. EXISTING CONDITION.

Portions of the sidewalk along Lyons Avenue are no more than 4 feet in width as evidenced by Exhibit C. Some buildings have incorporated planters or other objects into their building design that have limited sidewalk widths severely limiting two-way pedestrian and bicycle traffic. The Lyons Corridor Plan seeks to improve this condition by increasing the size of the public realm to include widened sidewalks and improved public landscaping to enhance the pedestrian experience. Likewise, Exhibit D demonstrates another condition within the planning area where sidewalks may be up to 8' in width however no public amenities such as landscaping, benches or bicycle parking have been provided. A primary objective of the Lyons Corridor Plan is to significantly improve this condition by incorporating significant amounts of landscaping and street furniture to encourage a pleasant pedestrian environment.



EXHIBIT C



EXHIBIT D

### 11.1.030 Future Conditions

### A. THE STREET:

The General Plan designates Lyons Avenue as a Major Highway with an ultimate buildout right-of-way of 116 feet with three traffic lanes in each direction. Exhibit E, details the dimensions of 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. All Tier 2 projects shall be required to build out the ultimate right of way along their property frontage.

Changes from Existing Conditions:

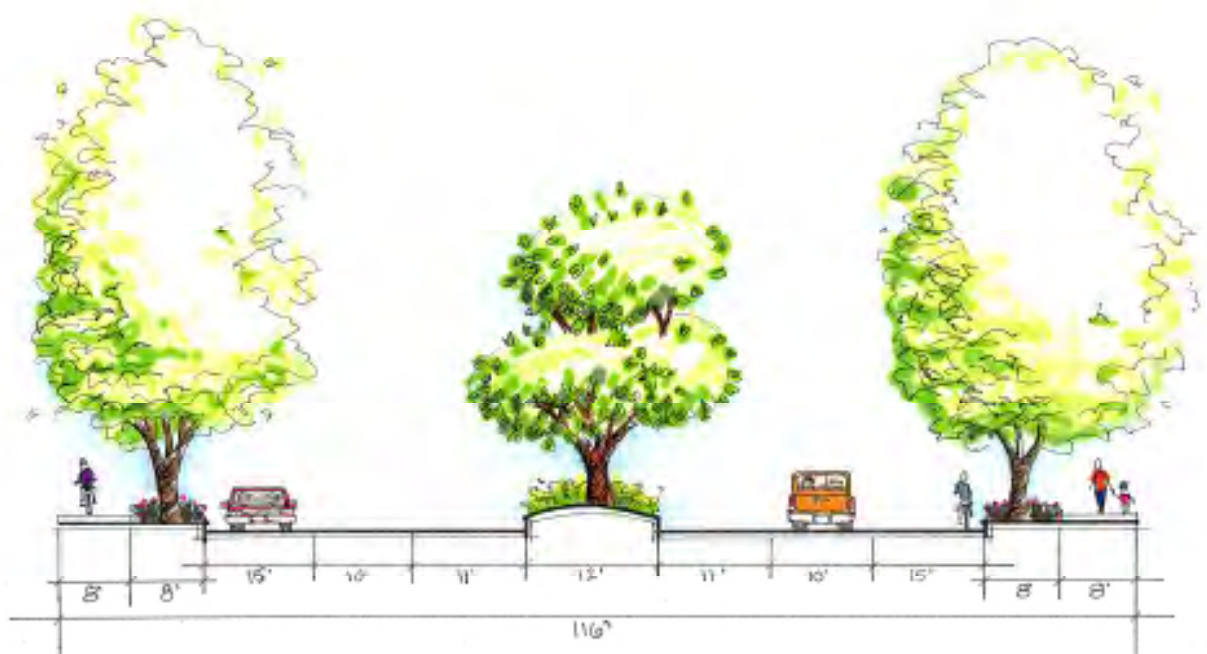
- As illustrated in Exhibit E, increase the sidewalk to 8' on each side.
- As illustrated in Exhibit E, add 8' landscaped parkway.
- As illustrated in Exhibit F, add street trees to the parkway spaced at a distance of 30' on center.
- As illustrated in Exhibit F, provide areas within the parkway for benches, newsstands, and bike racks.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Center Median
Walkway Type
Planter Type
Curb Type
Landscape Type

Lyons Avenue
Major Highway
All Zones
116'
35- 40 MPH
3.5 to 4 feet per second
6 lanes
None
12' landscape average
Sidewalk, 8' wide
8' landscaped parkway
Curb and gutter
Street trees at 30' on center

## 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: LYONS AVENUE ROADWAY CROSS SECTION



11.1.030 Future Conditions

B. THE PARKWAY AND SIDEWALK

The 8 foot wide parkway along Lyons Avenue shall have canopy shade trees (street trees) every 30 linear feet on center as shown in Exhibit F to the discretion of the Director or approval body. The applicant is required to plant 24" 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.

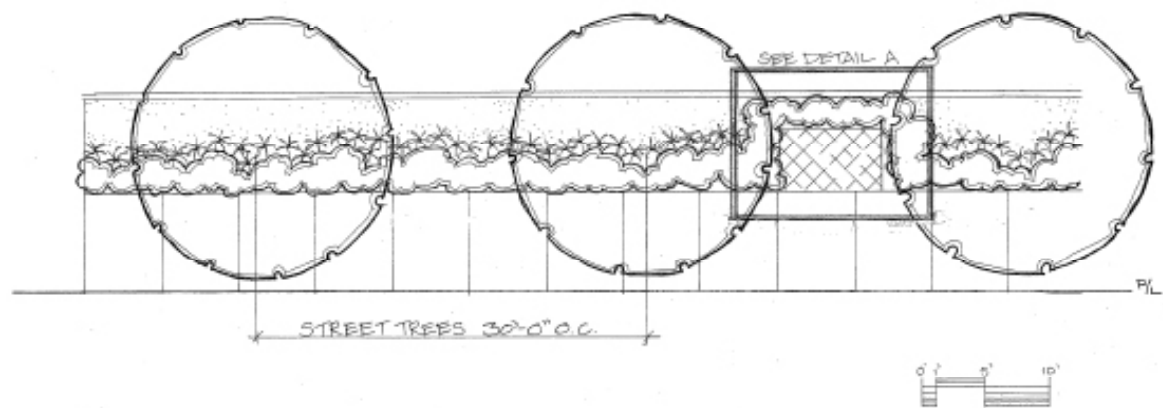
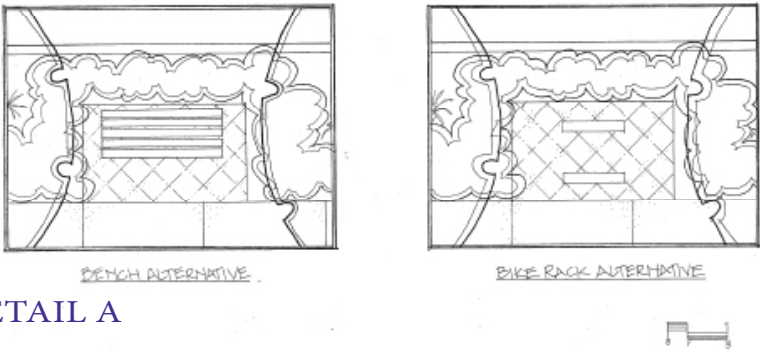


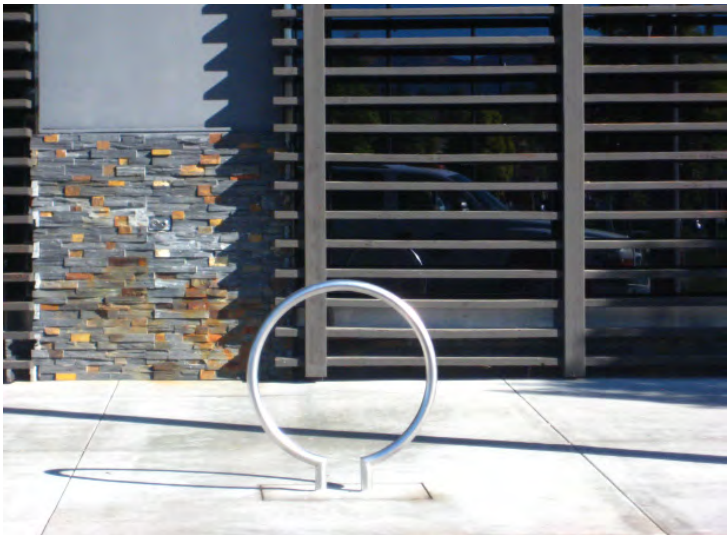
EXHIBIT F: PLAN VIEW LYONS CORRIDOR PARKWAY AND SIDEWALK

C. PARKWAY AMENITY- BENCH, BIKE RACKS, NEWSSTANDS

As shown 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 type. At time of project submittal, the Director shall determine what parkway amenity is appropriate and consistent with the Guidelines for the proposed location. This will be determined by the distance to nearest amenity on adjacent parcels. No parkway amenity shall be any closer than 50 feet to the next location.



DETAIL A



EXAMPLE OF A BENCH AND BIKE RACK SUTABLE FOR THE PLANNING AREA