Santa Clarita Vision Plan

HIGH QUALITY TRANSIT AREA PILOT PROJECT

Southern California Association of Governments

March 2019

Acknowledgments

City of Santa Clarita
Tom Reilly, Trails and Bikeways Planning Administrator
Jason Smisko, Senior Planner
Patrick Leclair, Assistant Planner
Mark Hunter, AICP, Transportation Planning Analyst
Grace Ferguson, Administrative Analyst
Michael Villegas, Management Analyst

Southern California Association of Governments (SCAG)
Grieg Asher, AICP, Project Manager
Jason Greenspan, AICP, LEED-GA, PP, Manager of Regional Sustainability
Steve Fox, Senior Regional Planner

Gruen Associates (Prime Consultant)
Adam Maleitzke, AICP, Project Manager, Director of Planning
Orlando Gonzalez, Senior Urban Designer
Elaine Carbrey, AIA, AICP, Associate Partner
Kamille Parks, Urban Designer/Planner

HR&A (Economics)
Amitabh Barthakur, Principal
Judith Taylor, Principal
Riddhi Chakraborty, Analyst

Iteris (Transportation)
Viggen Davdian, PE, Vice President
Deepak Kaushik, PE, Senior Transportation Engineer

The preparation of this report was financed in part through grants from the Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Additionally, the contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification, or regulation.
# Table of Contents

## Part 1: Executive Summary
High Quality Transit Area (HQTA) Analysis Pilot Program  
Santa Clarita HQTA - 2048 Vision

## Part 2: Station Area Profile
Overview  
  - Santa Clarita High Quality Transit Area  
  - Santa Clarita Metrolink Station  
Socioeconomic Profile  
  - Demographic Profile  
  - Employment Profile  
  - Employment Trends
Previous Planning Efforts  
  - Porta Bella Specific Plan (1995)  
  - City of Santa Clarita General Plan (2011)  
  - Santa Clarita Non-Motorized Transportation Plan (2014)  
  - Soledad Canyon Road Corridor Plan (2015)

## Part 3: Outreach
Stakeholder Interviews  
  - HQTA Kick-off Meeting - 4/26/2018  
  - Coordination with Saugus Speedway Site Owners

## Part 4: Opportunities and Constraints Analysis
Mobility  
  - Constraints  
  - Opportunities
Land Use  
  - Constraints  
  - Opportunities
Urban Design  
  - Constraints  
  - Opportunities

## Part 5: Vision
A - Overview  
  - Vision Plan Goals  
  - Framework Plan
Pilot Project Area - 2018
Pilot Project Area - 2048 Potential Buildout
Priority Projects
B - Land Use Strategy
  - Development Opportunity Sites
  - Buildout Assumptions & Considerations
  - Regulating Concept Plan
  - District Profiles
C - Infrastructure and Public Realm Strategy
  - Priority Projects
  - Bicycle Network
  - Pedestrian / Greening Network
  - Parking and Transportation Network
  - Corridor Improvements

## Part 6: Implementation Plan
Phasing and Financial Strategy  
  - Overview
  - Prioritization of Major Development Areas and Associated Priority Projects
Priority Santa Clarita Funding Sources
Priority Projects by Major Development Area
Priority Projects in multiple Major Development Areas
Metrics  
  - Metrics Overview
SCAG Model Output Data

## Appendix
Existing Conditions Inventory
HQTA Toolkit
Part 1

Executive Summary

The Executive Summary provides background on the HQTA Pilot Program, the structure of the Vision Plan, and a brief summary of the project goals and proposed developments.

High Quality Transit Area (HQTA) Analysis Pilot Program

Santa Clarita HQTA - 2048 Vision
High Quality Transit Area (HQTA) Analysis Pilot Program

Pilot Program Overview
The High Quality Transit Area (HQTA) Analysis program was created by SCAG in 2017 to help implement the goals and objectives of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS, the 30-year plan for the Southern California Region, forecasts that 46% of future household growth will be located in HQTAs, which comprise just 3% of land area. HQTAs are areas within easy walking distance to current or anticipated transit service with 15-minute or better service. The three main goals of the HQTA Analysis program are as follows:

- Implement the RTP/SCS for future job and housing growth near high quality transit through actionable transit-oriented development (TOD) projects
- Promote higher-density development and active transportation within HQTAs
- Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT) by 21% over 2005 levels

Benefits of Transit-Oriented Development
Transit-Oriented Development (TOD) is a vibrant, mixed-use form of urban development that clusters a variety of housing types, employment opportunities, and community amenities at or near major transit stations. Integrated clusters of TODs establish a multi-modal network of public and private realm improvements that allow residents to walk, bike, or take transit to major attractions, which results in several environmental, economic, and social benefits:

Environment
- Increased transit ridership
- Reduced VMT
- Improved air quality through reduced GHG emissions
- Conservation of land and open space

Social
- Increased housing and employment choices
- Greater mobility choices
- Health benefits
- Enhanced sense of community
- Enhanced public safety
- Increased quality of life

Economic
- Catalyst for economic development
- Redevelopment of vacant and underutilized properties
- Increased property value
- Decreased infrastructure costs
- Revenue for transit systems
- Reduced household spending on transportation
- Increase in affordable housing

Opportunities/Constraints

What is a Vision Plan?
The Vision Plan for each HQTA Pilot Project is an illustrative tool that provides city staff, elected officials, and community stakeholders with a high-level analysis of the HQTA’s existing conditions, TOD opportunity sites, and potential public realm improvements that could catalyze future development activity. The plans include a long-term buildout scenario and a phasing and financial strategy for identified priority projects. HQTA Vision Plans are not regulatory documents and do not need to be adopted. Pilot Project Cities will use the Vision Plans to start discussions with SCAG and community stakeholders in future efforts to update adopted general and specific plans. The main sections of this Vision Plan are as follows:

Part 2: Station Area Profile
The Station Area Profile describes the current planning, urban design, socioeconomic, and transportation context within the Santa Clarita HQTA Study Area. The Profile also includes a summary of previous planning efforts.

Part 3: Outreach
Outreach efforts included public meetings and reoccurring correspondence with City of Santa Clarita staff members.

Part 4: Opportunities & Constraints Analysis
This analysis includes a summary of urban design, land use, and mobility constraints and identifies potential investments that will support walking, biking, and the use of transit.

Part 5: Vision
The Vision presents a 30-year vision for a transit-supportive Santa Clarita HQTA. It includes a redevelopment strategy, specific infrastructure investments, active transportation projects, and placemaking amenities that will help to make the area more livable, walkable, and accessible to transit.

Part 6: Implementation Plan
Policies, programs, initiatives, and partnerships will be key to the success of the plan. In addition, a customized financial strategy is included that targets funding streams to specific projects outlined in the Vision Plan. SCAG will partner with the City to help secure funding for the projects. A Metrics Worksheet establishes a baseline and long-term targets for growth in jobs, housing, the modal shift to non-motorized forms of transportation, and other key metrics that will be tracked by SCAG and the City over the next several years.

HQTA Toolkit (Appendix)
The development strategy and priority projects outlined in the Vision Plan are tied to the HQTA Toolkit, which will give the City a range of options for meeting the goals and objectives set forth in the Vision Plan. The Toolkit includes transportation investments with cost estimates, TOD precedent projects, open space typologies, and other components of an innovative HQTA.
Santa Clarita HQTA - 2048 Vision

Key Opportunities
- The Pilot Project Area consists of parcels owned by two separate entities. The limited number of owners makes site development relatively easy.
- Santa Clarita has seen a steady growth of biotech and a sustained demand for housing.
- Vista Canyon is a similar, recently approved project at the Via Princesa Station, another Santa Clarita Metrolink Station, that will test the local market.
- Large parking lots for Metrolink could be redeveloped if parking replaced in structures.

Vision Plan Goals
#1: Linear circulation and/or open space elements that unify the parcels which comprise the HQTA Pilot Project Area
#2: Establish a new model of a lively self-contained urban village for young workers and multi-generational households
#3: Capitalize on Santa Clarita’s thriving biomedical industry, tech industry, and large student population with a transit-adjacent innovation hub
Goal #4: Create a 21st Century employment cluster that allows employees to live and work within walking distance of a Metrolink Station
#5: Incorporate modern technology and best practices to ensure longterm environmental sustainability

Major Development Areas (MDA)
Major Development Areas contain clusters of complementary priority projects. An MDA phasing strategy is provided in Part 6 (Implementation).
- MD 1: Saugus Residential
- MD 2: Saugus Mixed-use
- MD 3: Transit Core

Priority Projects
Priority projects are targeted infrastructure or public realm improvements that could catalyze development and private investment in the Pilot Project Area. Funding sources for each priority project type and a priority project phasing strategy are provided in Part 6 (Implementation).

Bicycle Projects
- B 1: Center Boulevard Multi-use Path
- B 2: Bike Hub

Pedestrian/Greening Projects
- PG 1: Center Boulevard Rambla
- PG 2: Transit Promenade
- PG 3: Speedway Parks
- PG 4: Speedway Promenade
- PG 5: Railway Green

Corridor Projects
- C 1: Soledad Canyon Road
- C 2: Commuter Way
- C 3: Center Boulevard

Parking and Transit Projects
- PT 1: Shared Parking Structures
- PT 2: Pick-up / Drop-off Zone
- PT 3: EV Charging Stations

For illustrative and visioning purposes only; the ultimate buildout will be determined through a specific plan update, further discussions with property owners, and interested developers.