

Part 2

Station Area Profile

The Station Area Profile is a summary of the existing physical and socioeconomic conditions, as well as previously completed plans for the Pilot Project Area.

Overview

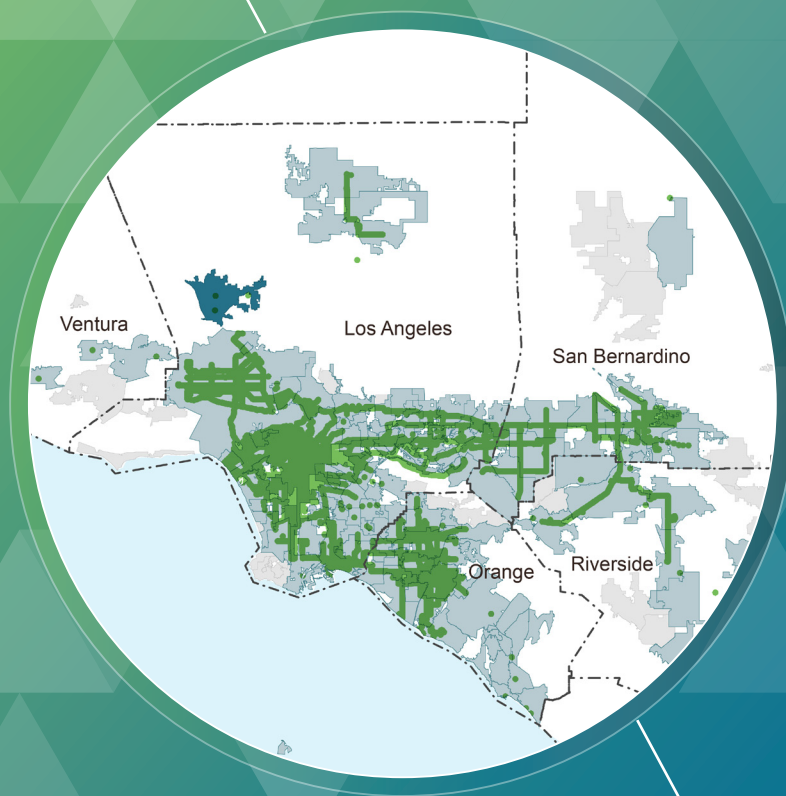
- Santa Clarita High Quality Transit Area
- Santa Clarita Metrolink Station

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)

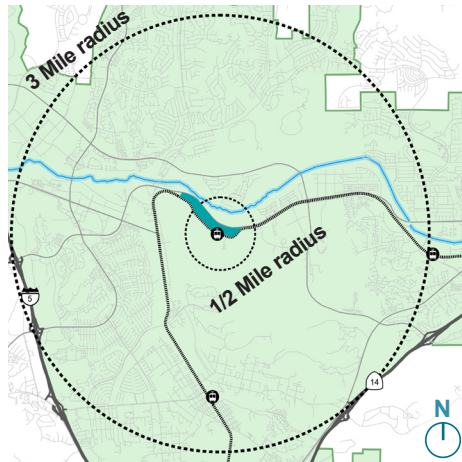


Santa Clarita High Quality Transit Area

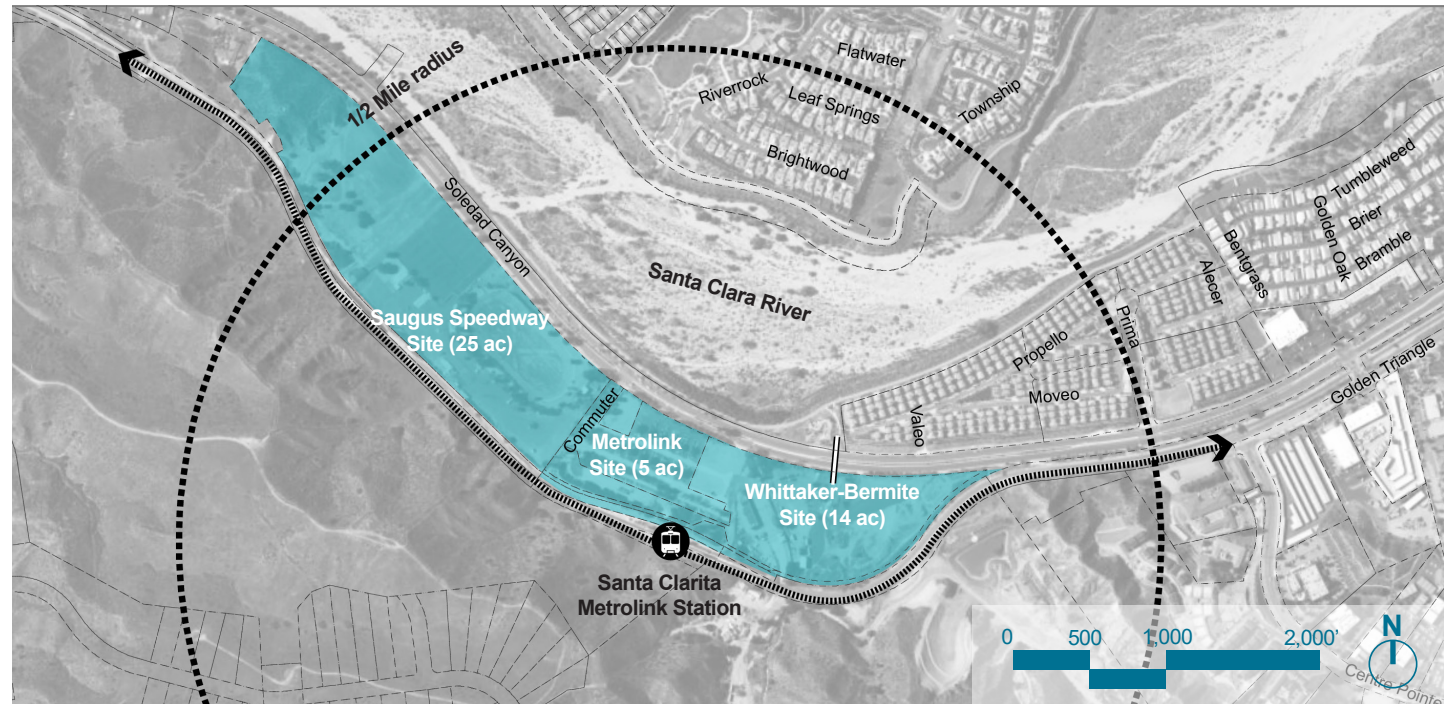
OVERVIEW

The City of Santa Clarita's High Quality Transit Area (HQT) is located in a hillside environment somewhat removed from the core of Downtown Santa Clarita along Soledad Canyon Road and across from the Santa Clara River. Existing uses within the 1/2 mile radius of the Metrolink Station are primarily single-family residential. The Newhall Metrolink Station, by comparison, is located within 3 miles of the Santa Clarita Metrolink Station and is within a considerably more dense urban environment. The only road to access the Santa Clarita Metrolink Station is Soledad Canyon Road. Just north of Soledad Canyon Road is the Chuck Pontius Commuter Rail Trail and the Santa Clara River.

The Pilot Project Area is comprised of three major sites: the privately owned Saugus Speedway Site, the privately owned and publicly operated Metrolink Site, and the privately owned Whittaker-Bermite Site. The Saugus Speedway Site is currently used as a swap meet. The Metrolink Site is leased by the City as a 400-stall commuter parking lot. The Whittaker-Bermite site is undergoing an environmental remediation process.



- Metrolink Station and Corridor
- Pilot Project Area
- City of Santa Clarita Boundary
- Parcel Lines
- 1/2 Mile Radius: Typical comfortable walkable distance, not considering barriers



Santa Clarita Metrolink Station

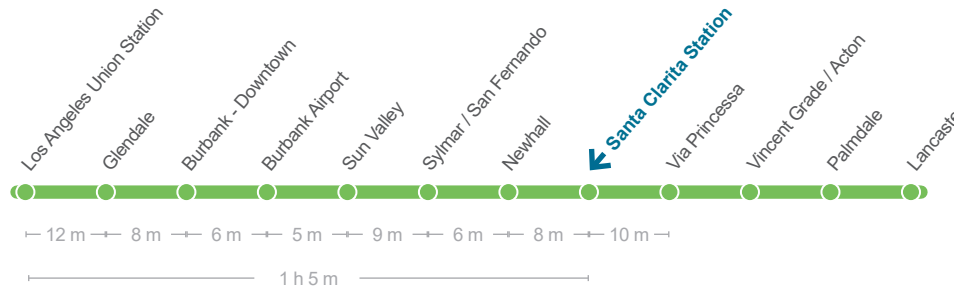
OVERVIEW

The Santa Clarita Station is serviced by Metrolink (Green Line). There are six bus stops serviced by Santa Clarita Transit located at the station or across the street along Commuter Way. Among the seven bus lines with stops at the Metrolink station are two commuter express lines that connect to Downtown Los Angeles at Union Station: Route 799 and Route 794.

The Metrolink Station has a 473 stall surface parking lot north of the platform. On weekdays between 4:00 a.m. and 9:00 a.m. there are 6 inbound trains from Santa Clarita Metrolink Station to Los Angeles Union Station (LAUS).

Metrolink: Antelope Valley Line*

* Travel times are based on Metrolink timetables at peak weekday traffic hour



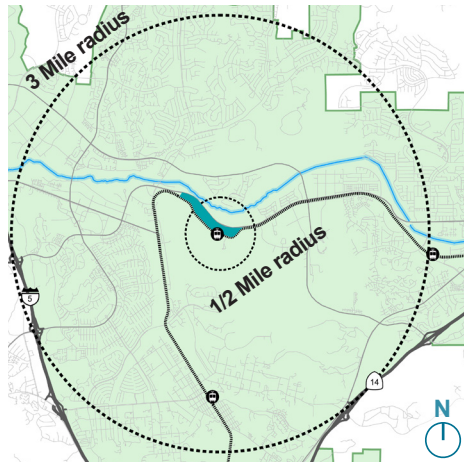
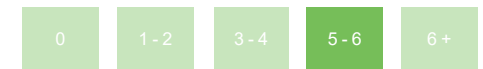
Service Type



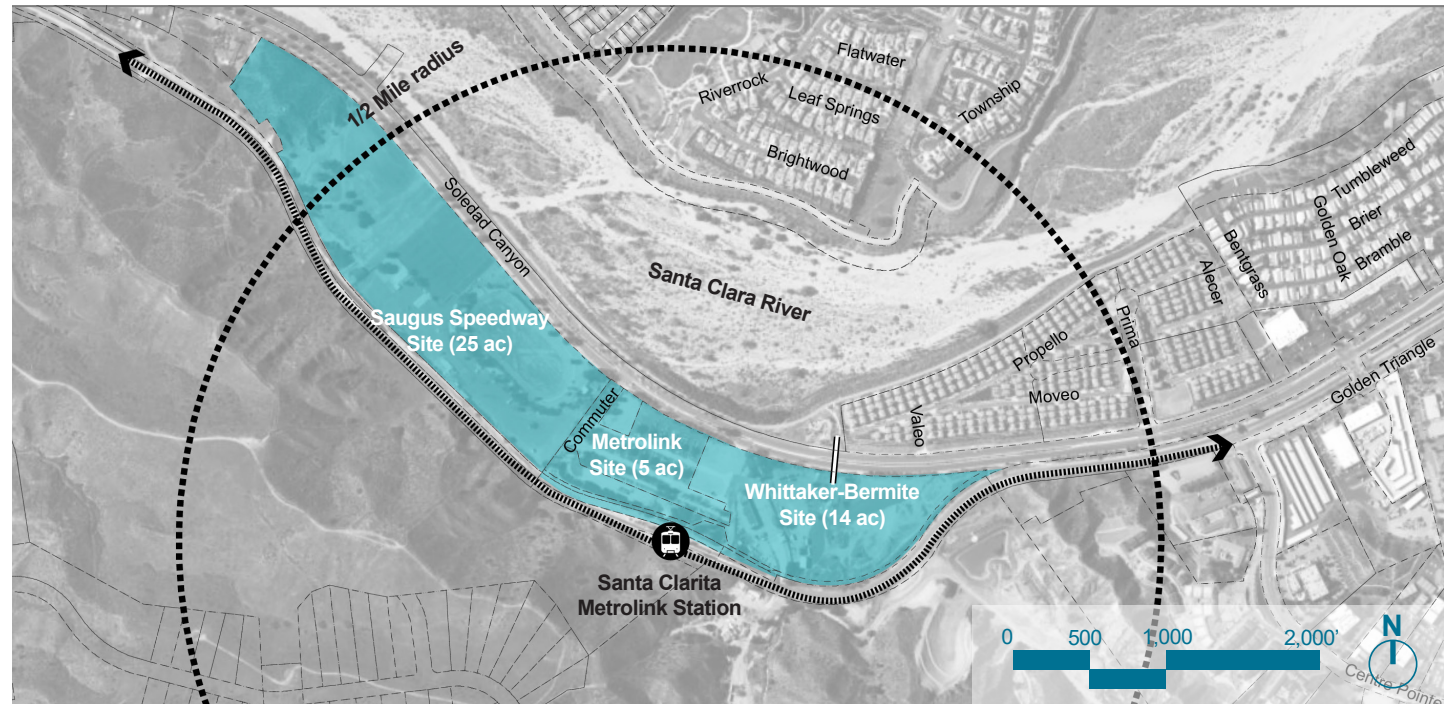
Average Peak Period Frequency (minutes)



Transit Routes within 1/2 mile



- Metrolink Station and Corridor
- Pilot Project Area
- City of Santa Clarita Boundary
- Parcel Lines
- 1/2 Mile Radius: Typical comfortable walkable distance, not considering barriers



Demographic Profile

SOCIOECONOMIC PROFILE

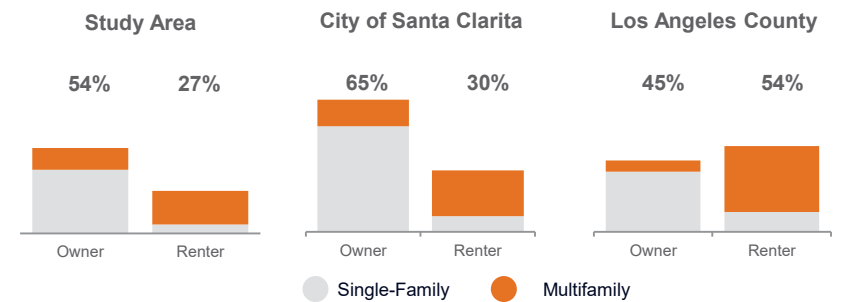
The Study Area*** along with the City and the County have gained jobs between 2010 and 2015.

The Study Area has grown the fastest between 2010 and 2015, followed by the City and then the Los Angeles County.

Job growth in the City has outpaced the region, particularly driven by growth in the Education and Healthcare industries, followed by the Production, Distribution and Repair (PD&R) related industries. In addition

The City has gained a nominal number of jobs in Government, Retail, and Entertainment sector.

HOUSING TENURE (2016)

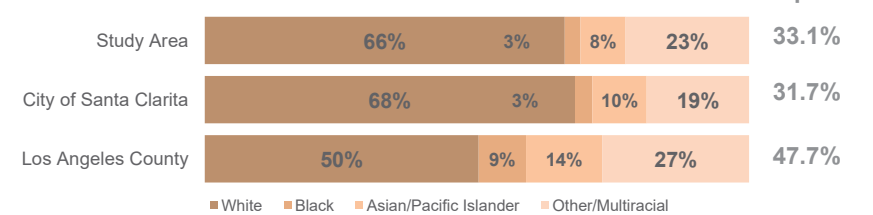


MOBILITY (2016)

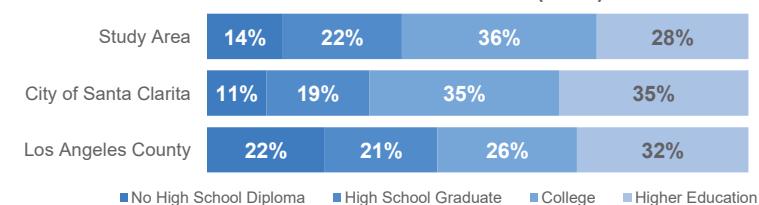
| | Study Area | City of Santa Clarita | Los Angeles County |
|---------------------------------|------------|-----------------------|--------------------|
| Average Commute Time (in mins.) | NA | 33 | 30 |
| Cars per Household* | NA | 1.0 | 0.2 |
| Public Transit Users | NA | 3% | 7% |
| Solo Drivers | NA | 77% | 74% |
| Others | NA | 20% | 20% |

| DEMOGRAPHICS (2017) | Study Area*** | City of Santa Clarita | Los Angeles County |
|--------------------------------|---------------|-----------------------|--------------------|
| Total Population | 9,247 | 186,809 | 10,275,545 |
| Pop. Density (Per Sq. Mile) | 1,260 | 3,420 | 323 |
| Annual Growth Rate | | | |
| Historic (2010-2017) | 4.01% | 0.83% | 0.65% |
| Projected (2017-2027) | 1.14% | 2.91% | 0.74% |
| Total Households | 3,591 | 62,192 | 3,362,080 |
| Average HH Size | 2.57 | 3.02 | 3.04 |
| Annual Growth Rate | | | |
| Historic (2010-2017) | 3.57% | 0.63% | 0.52% |
| Projected (2017-2027) | 1.22% | 2.95% | 0.83% |
| Median Age | 41.6 | 36.1 | 35.6 |
| 0-17 years | 25% | 25% | 23% |
| 18-64 Years | 63% | 64% | 65% |
| 64 Years and Over | 13% | 12% | 12% |
| Jobs per Household* | 2.7 | 1.1 | 1.3 |
| Unemployment Rate** | 3.8% | 4.3% | 4.8% |
| Median Household Income | \$72,716 | \$88,465 | \$59,613 |

Racial and Ethnic Composition (2017)



Educational Attainment (2017)



* HR&A Advisors, Inc.

**Percentage of population 16 years and over in the labor force.

*** Study Area is defined as a 5-minute drivetime from the Santa Clarita Metrolink station and is not the typical half-mile radius around the station.

Sources: Social Explorer, ACS 2015 5-year estimates, SCAG Growth Forecast 2012, SCAG TAZ Forecast 2008, Dept. of Finance E5 2007.

Employment Profile

The City of Santa Clarita is a thriving education and medical hub and has nearly 1.5% of Los Angeles County's worker population.

Some of the largest healthcare employers include Henry Mayo Newhall Hospital and Kaiser Permanente. The College of Canyons and Newhall School District are the largest education-related employers in Santa Clarita.

Job growth in the City is likely to outpace that of the County over the next ten years but growth in the Study Area is likely to be at slower pace than the City.

Residents living in Santa Clarita travel as far as downtown Los Angeles for work and the City is often perceived as a bedroom community for employees working in City of Los Angeles.

The residents are also heavily car-dependent and only 3% use public transit.

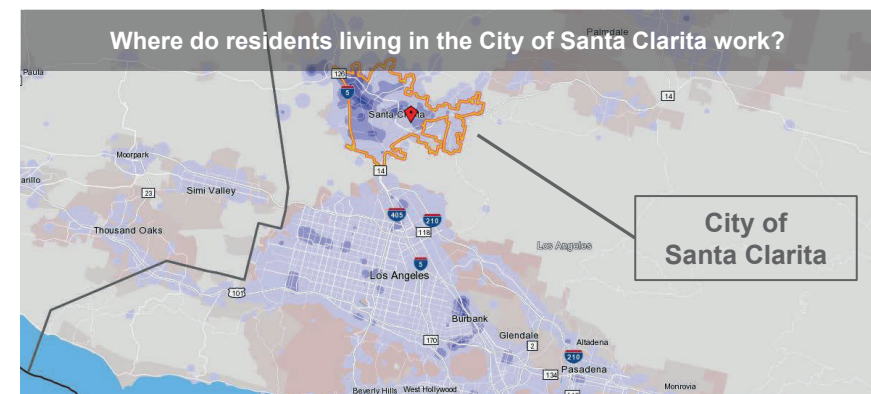
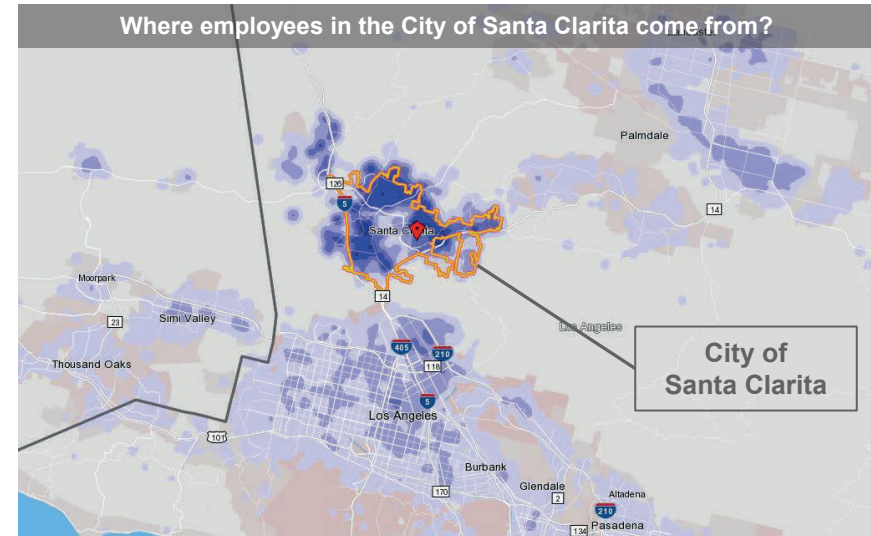
| | Study Area | City of Santa Clarita | Los Angeles County |
|------------------------------------|----------------------------|----------------------------|----------------------------|
| EMPLOYMENT (2015) | | | |
| Total Worker Population | 9,609 | 68,856 | 4,443,133 |
| Job Density (per sq. mile) | 1,309 | 1,108 | 935 |
| Annual Growth Rate | | | |
| Historic (2010-2015) | 9.0% | 3.3% | 1.5% |
| Projected (2017-2027) | 1.2% | 2.4% | 0.5% |
| Average Earnings per Job* | \$63,036 | \$63,311 | \$73,871 |
| Top Three Industry Clusters | | | |
| | Retail 26% | Education & Medical 24% | Education & Medical 24% |
| | Government 20% | PD&R 21% | Knowledge-based 21% |
| | Education & Medical 17% | Government 15% | PD&R 18% |

* Includes wages, salaries, supplements (additional employee benefits), and proprietor income. Approximated by zip code.

Sources: LEHD, Social Explorer, ACS 2015 5-year estimates, SCAG Growth Forecast 2012, SCAG TAZ Forecast 2008.

Santa Clarita Vision Plan

SOCIOECONOMIC PROFILE



Employment Industry Cluster Classification

The classification is based on Center for Transit-Oriented Development 2010 Report.

- **Natural Resources** includes agriculture and mining;
- **Production, Distribution, and Repair ("PD&R")** includes manufacturing, wholesale trade, transportation and warehousing;
- **Knowledge-based** includes information, finance and insurance, real estate, scientific, professional, and technical services, and management of companies;
- **Entertainment** includes arts, entertainment, and recreation, and accommodation and food services,
- **Government** includes utilities, administration and other services.

Employment Trends

The Study Area along with the City and the County have gained jobs between 2010 and 2015. The Study Area has grown the fastest between 2010 and 2015, followed by the City and then the Los Angeles County. Job growth in the City has outpaced the region, particularly driven by growth in the Education and Healthcare industries, followed by the Production, Distribution and Repair (PD&R) related industries. In addition the City has gained a nominal number of jobs in Government, Retail, and Entertainment sector.

HQTA Opportunities

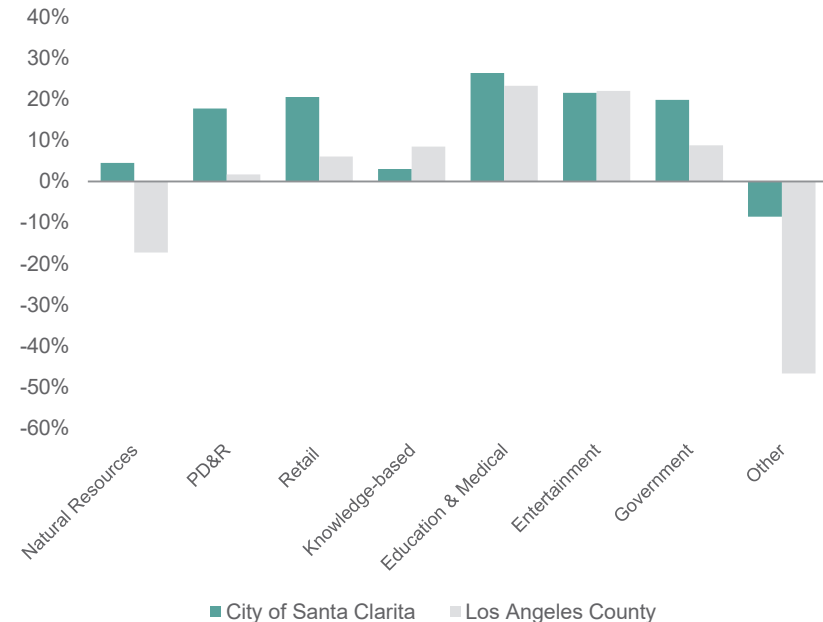
- The Pilot Project Area includes a 25-acre Saugus Speedway infill site, which is the parcel immediately west of the Metrolink Station.
- Santa Clarita's thriving economy and employment hub, along with the Study Area's proximity to activity centers in Santa Clarita and other attractions offers this area unique development opportunities.
- The City is also witnessing significant new development in both office and industrial real estate. Some of the largest medical groups such as Kaiser Permanente and UCLA Medical have moved to the City.
- The Santa Clarita Valley Economic Development Corporation is positive of the future growth prospects of the City and anticipates continued growth in high-paying jobs and reduction in unemployment rates. All these factors can bring in added opportunities for the HQTA.

SOCIOECONOMIC PROFILE

| EMPLOYMENT TRENDS | Study Area | City of Santa Clarita | Los Angeles County |
|---|--------------|-----------------------|--------------------|
| Employment Growth in Industry Clusters (2010-2015) | | | |
| Natural Resources | 0 | 1 | (2,021) |
| Production, Distribution, and Repair | 120 | 2,140 | 13,222 |
| Retail | 953 | 1,549 | 25,036 |
| Knowledge-based | 285 | 222 | 71,889 |
| Education and Medical | 490 | 3,508 | 197,156 |
| Entertainment | 777 | 1,484 | 90,691 |
| Government | 634 | 1,742 | 48,442 |
| Other | 113 | (229) | (134,617) |
| Net Gain of Jobs (2010-2015) | 3,372 | 10,417 | 309,798 |

Negative numbers in parenthesis

Percentage Change in Employment by Industry Clusters (2010-2015)



Porta Bella Specific Plan (1995)

The Porta Bella Specific Plan, adopted in 1995, covers the Metrolink Site, the Whittaker-Bermite Site, and additional parcels south of the Pilot Project Area; the Speedway Site is not within the Specific Plan's boundaries. The Specific Plan identifies its study area as having a classic Californian hillside community character, and sets forth a series of policies to maintain that character. The Plan divides the Porta Bella community into multiple districts with the HQTAs Pilot Project Area within the Soledad Commercial District. It identifies the lands fronting Soledad Canyon Road as a prime location for offices and mixed-use commercial developments. The intended residential type is multi-family near the Metrolink station with pedestrian access to the station provided via a people mover and/or an escalator, supplemented a sports club and other recreational uses.

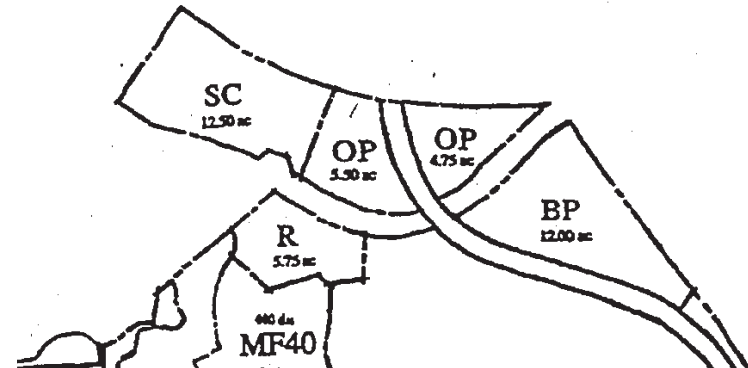
Soledad Commercial District Map



- | | |
|--------------------------------|-----------------------------------|
| 1. RAIL STATION AND COMMERCIAL | 4. SPORTS CLUB/GOLF DRIVING RANGE |
| 2. OFFICE/BUSINESS PARK | 5. PEOPLE MOVER/ESCALATOR |
| 3. MULTI-FAMILY RESIDENTIAL | |

PREVIOUS PLANNING EFFORTS

Land Use Designation Map



| Land Use Designation | Map Designation | Density Range | Land Use Area (Acres) | Target # of Units | % of Total Dwellings | % of Total Area |
|---|-----------------|---------------|-----------------------|-------------------|----------------------|-----------------|
| Open Space | OS | na | 406.95 | na | na | 40.9% |
| Parks & Recreation | P, R | na | 41.75 | na | na | 4.2% |
| Subtotal of Open Space, Parks & Rec. | | | 448.70 | | | 45.1% |
| Elementary School | ES | na | 10.00 | na | na | 1.0% |
| Master Streets | na | na | 56.00 | na | na | 5.6% |
| Subtotal of School & Master Streets | | | 66.00 | | | 6.6% |
| Single-Family Residential | | | | | | |
| SF 10,000 | SF 10,000 | 2-4 du/a | 63.15 | 144 | 4.9% | 6.3% |
| SF 8,000 | SF 8,000 | 3-5 du/a | 41.75 | 127 | 4.4% | 4.2% |
| SF 6,000 | SF 6,000 | 4-6 du/a | 87.50 | 326 | 11.2% | 8.8% |
| SF 4,000 | SF 4,000 | 6-8 du/a | 35.40 | 211 | 7.2% | 3.6% |
| SF Paired | SF P | 6-8 du/a | 72.00 | 436 | 15.0% | 7.2% |
| Subtotal of Single-Family | | | 299.80 | 1,244 | 42.7% | 30.1% |
| Multi-Family Residential | | | | | | |
| MF 10 | MF 10 | 8-12 du/a | 17.50 | 175 | 6.0% | 1.8% |
| MF 12 | MF 12 | 10-14 du/a | 21.50 | 222 | 7.6% | 2.2% |
| MF 18 | MF 18 | 16-20 du/a | 13.70 | 204 | 7.0% | 1.4% |
| MF 22 | MF 22 | 20-22 du/a | 14.30 | 259 | 8.9% | 1.4% |
| MF 40 | MF 40 | 38-42 du/a | 18.50 | 532 | 18.3% | 1.9% |
| Town Center | TC | 12-18 du/a | na | 275 | 9.4% | na |
| Subtotal of Multi-family | | | 85.50 | 1,667 | 57.3% | 8.6% |
| Commercial | | | | | | |
| Town Center | TC | na | 24.75 | na | na | 2.5% |
| Soledad Comm. | SC | na | 12.50 | na | na | 1.3% |
| Neighborhood | NC | na | 8.50 | na | na | 0.9% |
| Office Park | OP | na | 19.00 | na | na | 1.9% |
| Business Park | BP | na | 27.25 | na | na | 2.7% |
| Institutional | I | na | 4.00 | na | na | 0.4% |
| Subtotal of Commercial | | | 96.00 | | | 9.6% |
| Total of Project Area | | | 996.00 | 2,911 | 100.0% | 100.0% |

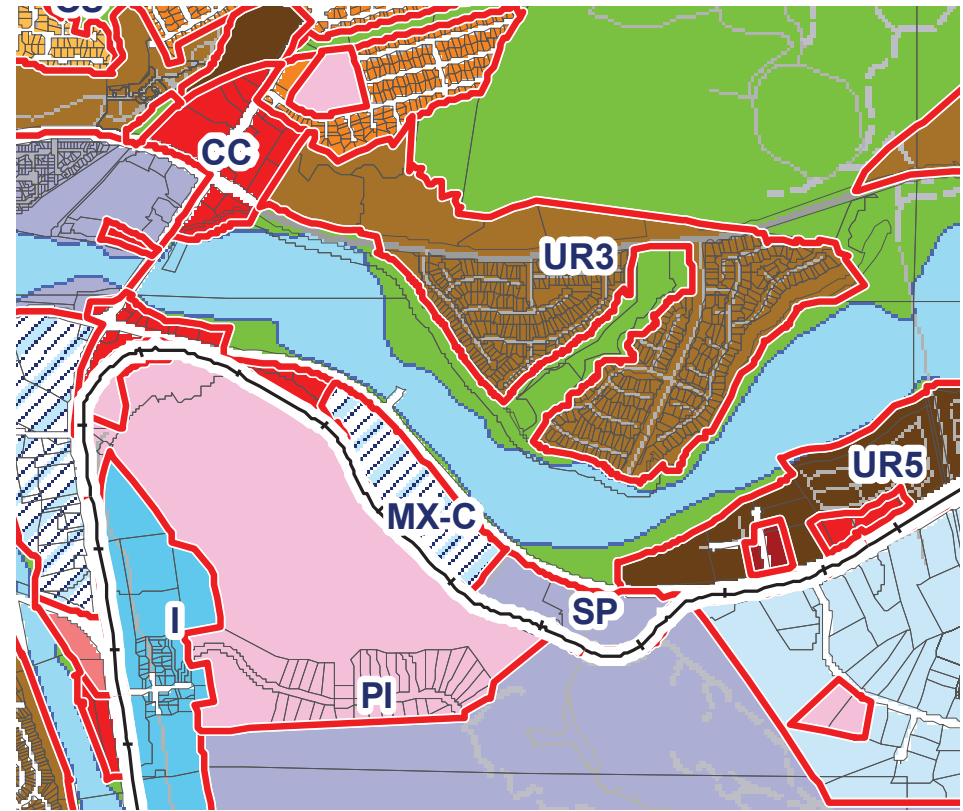
City of Santa Clarita General Plan (2011)

The General Plan, also referred to as One Valley One Vision (OVOV), was adopted in 2011. The General Plan indicates that the Saugus Speedway Site is designated as mixed-use (MX-C) while the Metrolink Site is to be regulated according to the 1995 Porta Bella Specific Plan (SP). The MX-C designation allows commercial retail, office, and service uses intermingled with higher density residential uses in order to reduce vehicle trips.

As part of the Environmental Impact Report (EIR) process for the General Plan, a Valley-wide Traffic Study was conducted, which determined the estimated development threshold which could be supported by the traffic infrastructure. These thresholds are listed in the table at right. The traffic study uses three land use designations for the parcels comprising the Pilot Project Area: Commercial Retail, Commercial Office, and Multi-Family (MF) Residential.

PREVIOUS PLANNING EFFORTS

General Plan Map



Land Use and Trip Generation Comparison – 2004 and OVOV Buildout

| Zone | Land Use Category | 2004 Amount | GP Buildout Amount |
|---|---------------------|------------------|--------------------|
| Metrolink Site (referred to as TAZ 240 in OVOV Traffic Study) | 3 Commercial Retail | 0 sq. ft. | 181,000 sq. ft. |
| | | | |
| Saugus Speedway Site (referred to as TAZ 250 in OVOV Traffic Study) | 2 MF Residential | 0 dwelling units | 450 dwelling units |
| | 3 Commercial Retail | 0 sq. ft. | 448,660 sq. ft. |
| | 4 Commercial Office | 0 sq. ft. | 300,000 sq. ft. |

Santa Clarita Non-Motorized Transportation Plan (2014)

PREVIOUS PLANNING EFFORTS

The 2014 Santa Clarita Non-Motorized Transportation Plan aimed to increase pedestrian and cyclist amenities throughout the city. Few recommendations were made near the HQT. Most notably, an extension of the Chuck Pontius Commuter-Rail Trail, improved signage at the station, and enhanced roadway striping for more visible sidewalks and bike paths within the station site. The image below summarizes the plan's recommendations for the Santa Clarita Metrolink Station site.

Santa Clarita Metrolink Station Recommended Improvements



Soledad Canyon Road Corridor Plan (2015)

The 2011 General Plan established a goal of creating a “Valley of Villages” and identified the Soledad Canyon Road Corridor as a village. The Soledad Canyon Road Corridor Plan was adopted in 2015 to further define the goals and standards for the corridor in accordance with the Santa Clarita General Plan. The Soledad Canyon Corridor planning area is located within the City of Santa Clarita in the community of Canyon Country on Soledad Canyon Road between the Santa Clara River and east of Solamint Road. This boundary is approximately three miles east of the HQT A Pilot Project Area. The plan establishes a series of development standards in pursuit of the following goals:

Goals

- Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces
- 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
- Provide standards for the orderly growth and development of the Soledad Canyon Road Corridor that will assist in protecting and enhancing the community identity
- Ensure that proposed development and new land uses conserve energy and natural resources
- Facilitate the development and redevelopment of walkable, complete neighborhoods
- Provide for compatibility between different types of development and land uses through effective urban and architectural design

PREVIOUS PLANNING EFFORTS

Corridor Boundary Map

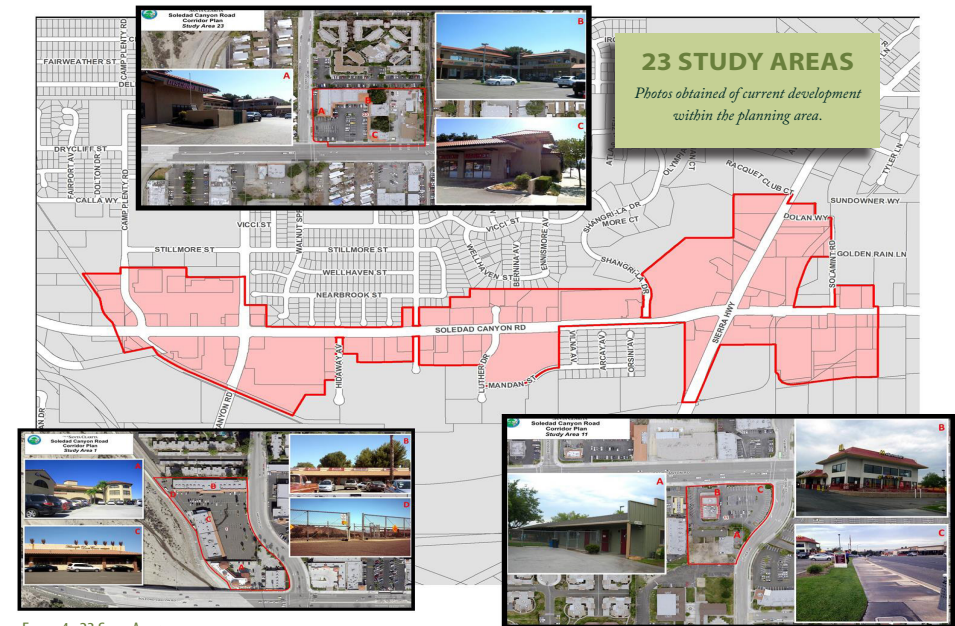


EXHIBIT 4: 23 STUDY AREAS