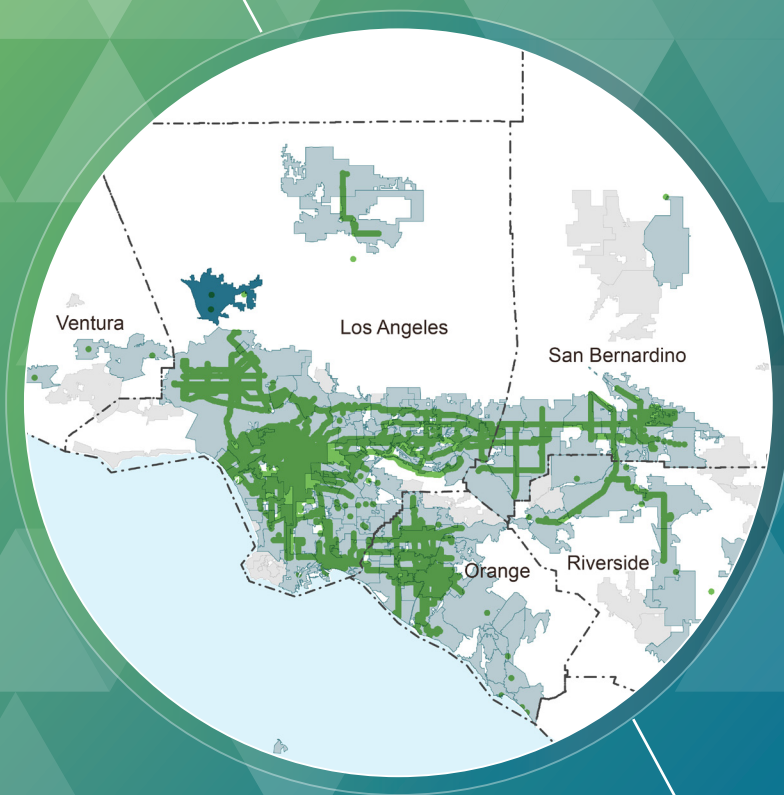


Part 5 Vision



A - Overview

- Vision Plan Goals
- Framework Plan
- Pilot Project Area - 2018
- Pilot Project Area - 2048 Potential Buildout
- Priority Projects

B - Land Use Strategy

- Buildout Assumptions & Considerations
- Regulatory Framework Analysis
- Opportunity Sites
- Regulating Concept Plan
- District Profiles

C - Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans

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Part 5

Vision

A - OVERVIEW



Vision Plan Goals

Framework Plan

Pilot Project Area - 2018

Pilot Project Area - 2048 Potential Buildout

Priority Projects

Vision Plan Goals

The Santa Clarita HQTAs Vision Plan re-purposes underutilized land while preserving the Santa Clara River Basin and surrounding natural areas to create a sustainable, active, center for employment, hospitality, retail, and residences. To ensure the appropriate balance of walking, biking, and the use of transit, the plan is founded on the five goals described below. These goals were developed through a synthesis of adopted City initiatives, city staff discussions, and the opportunities and constraints analysis outlined in Parts 2 through 4 of the Santa Clarita Vision Plan. A phasing plan, tailored financial strategies for priority projects, and analysis of expected outcomes are presented in Part 6 (Implementation Plan).

Goal #1: Linear circulation and/or open space elements that unify parcels which comprise the HQTAs Pilot Project Area

This Vision Plan introduces open space and circulation unifying elements for the separate parcels in the HQTAs. A network of new streets and pedestrian paths, including a “complete street” center boulevard, will divide the HQTAs into subareas, each with their own unique character. Each new block will maintain its connection to the scenic hillscape to the south as pedestrian plazas and paths establish north/south view corridors from the hills to the Santa Clara River Basin. The new pedestrian and bike connections will intersect at a network of public parks designed to harken back to the original Speedway.

Goal #2: Establish a new model of a lively self-contained urban village for young workers and multi-generational households

The natural topography of the area surrounding the HQTAs limit the potential for connections to other retail and employment centers. Therefore, it is vital for the HQTAs to provide its residents and workers with the necessary retail, open space, and other amenities in a self-contained urban village, effectively minimizing daily trips by car. Striking a balance between these uses will generate round-the-clock activity in the area. This Vision Plan aims to provide Santa Clarita an active, lively new town center with a more urban experience to allow residents to take advantage of high quality schools, low property values, and other Santa Clarita advantages in a walkable village while providing access to job centers and entertainment opportunities.

Goal #3: Capitalize on Santa Clarita’s thriving biomedical industry, tech industry, and large student population with a transit-adjacent innovation hub

Foster incubators, startups, conventions, etc. all with direct rail connections to the Hollywood Burbank Airport, future high speed rail and other transit lines, and Downtown Los Angeles. A hotel with convention and ballroom space supporting retail such as a print center, coffee shops, and other local businesses will provide an attractive and convenient environment for workers.



Metrolink platform and amenities along Commuter Way

Goal #4: Create a 21st Century employment cluster that allows employees to live and work within walking distance of a Metrolink Station

This Vision Plan aims to provide the area with the amenities it needs to attract prospective major employers in cutting-edge industries. New office buildings are designed to be versatile enough to accommodate a variety of tenants, oriented around retail and open space for office employees. Additionally, the Vision Plan introduces a varied housing stock so that single employees and employees with families alike can live within a half-mile of their jobs.

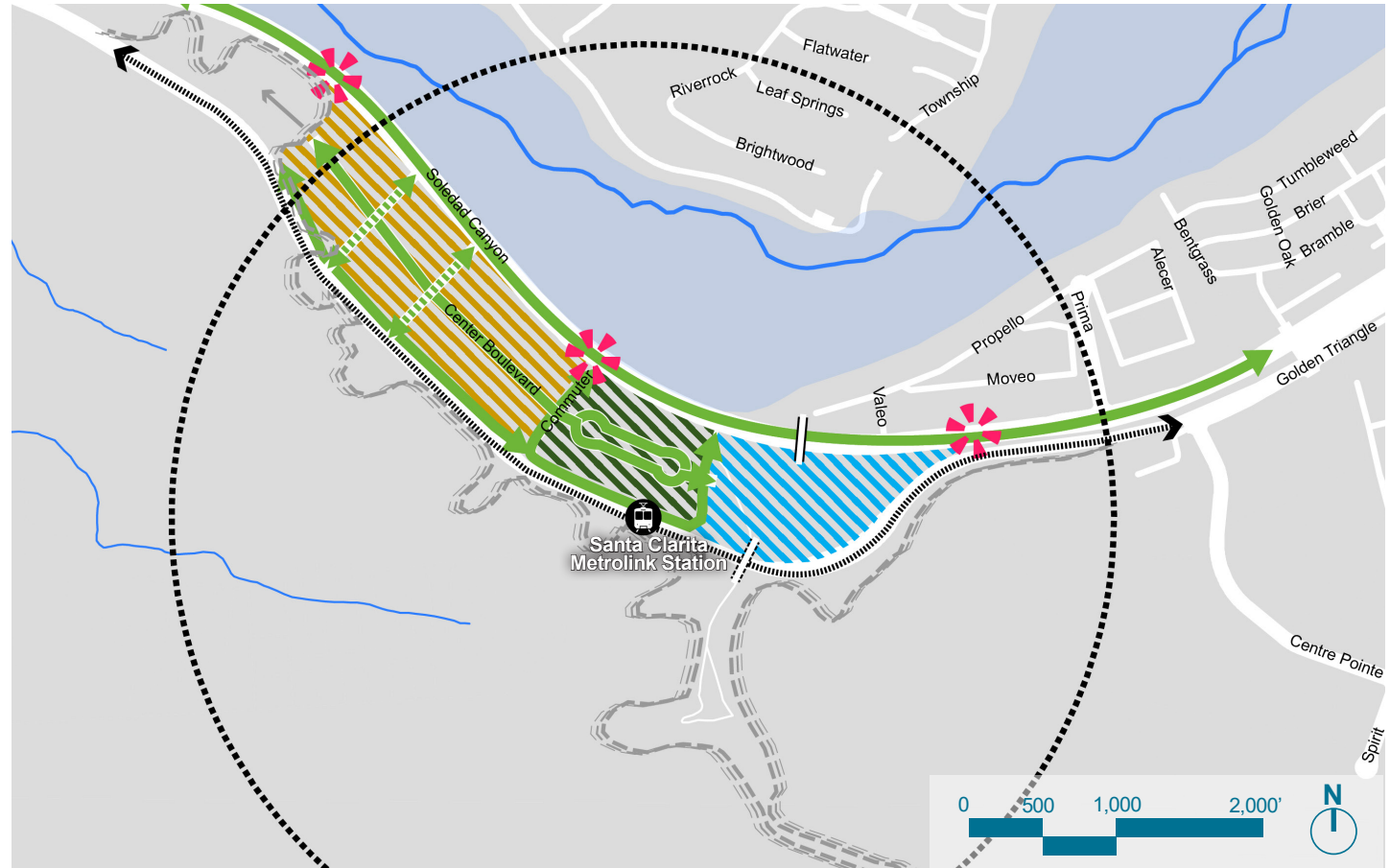
Goal #5: Incorporate modern technology and best practices to ensure longterm environmental sustainability

In creating a self-sufficient community, the Santa Clarita HQTAs has enormous potential to implement technologies and policies that will make the new developments not only energy efficient, but environmentally sustainable as well. This Vision Plan encourages buildings that are eligible for LEED accreditation, storm water management infrastructure, a dockless scooter program to supplement the City’s bikeshare program, and more.

Framework Plan


The Vision Plan enhances the HQTAs sense of place through development, streetscape, and infrastructure improvements in two unique opportunity sites: the Saugus Mixed-use District and the Transit Core District. These investments will boost ridership, create livable, walkable neighborhoods, and reduce congestion and greenhouse gas emissions.

In addition to the existing streets on site, a network of new roadways and pedestrian paths will allow for better interior circulation for each district.





 Santa Clarita HQT Gateway


 **Saugus Mixed-use District:** The Saugus Speedway Site is envisioned as a dense, vibrant urban core to spur development of the adjacent Transit Core District. The district will provide a mix of office space and retail, supplemented by multi-family housing. The buildings will be oriented around parks, pedestrian paths, and new multi-modal streets to maintain an appropriate balance of buildings and open space.


 **Transit Core District:** The site of the current Metrolink Station's parking lot will provide biomedical office space, hospitality space, and retail for new and existing residents of Santa Clarita.

 **Area for Further Discussion:** The land just east of the Metrolink Site is an area that requires additional study of the site's toxicity and environmental remediation efforts in conjunction with updating the Porta Bella Specific Plan.

 **Soledad Canyon Road:** The primary road in the district will see improved intersections with additional and more visible crosswalks, sidewalk extensions, and traffic calming elements.

 **Commuter Way:** Commuter Way will remain the primary access road to the Metrolink Station and will gain enhanced pedestrian infrastructure.

 **Center Boulevard:** This is a new east-west complete street that will divide the Saugus Speedway superblock and provide easterly connections to the platform.

 Additional new roads proposed to facilitate ingress and egress to the Pilot Project Area.

Pilot Project Area - 2018

OVERVIEW



Pilot Project Area - 2048 Vision

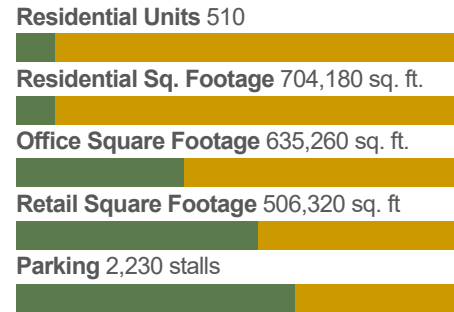
OVERVIEW

The Land Use Strategy details an illustrative development buildout scenario that takes into account adopted land use regulations and parking requirements, and modifies densities and typologies when necessary to achieve SCAG's TOD goals for HQTAs. This 30-year Vision Plan presents a buildout scenario that allows for flexibility and recognizes that a number of factors will affect type and location of future developments. The ultimate buildout will be determined through a specific plan update and further discussions with property owners and interested developers.

Cumulative Land Use Mix and Buildout Potential

Districts are areas within the Pilot Project Area that are envisioned in the buildout scenario to contain similar building densities and typologies. The districts for this Vision Plan are listed below; the buildout scenario land use totals are summarized at right.

- Saugus Mixed-use District**
- Transit Core District**



* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048.

Major Development Areas (MDA)

Major Development Areas contain clusters of complementary priority projects which may catalyze the development envisioned by the buildout scenario. 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

OVERVIEW

Corridor Projects

- C 1** Soledad Canyon Road
- C 2** Commuter Way
- C 3** Center Boulevard

Bicycle Projects

- B 1** Center Boulevard Multi-use Path
- B 2** Bike Hub

Pedestrian/Greening Projects

- PG 1** Transit Plaza
- PG 2** Center Boulevard Rambla
- PG 3** Transit Promenade
- PG 4** Speedway Parks
- PG 5** Speedway Promenade
- PG 6** Railway Green

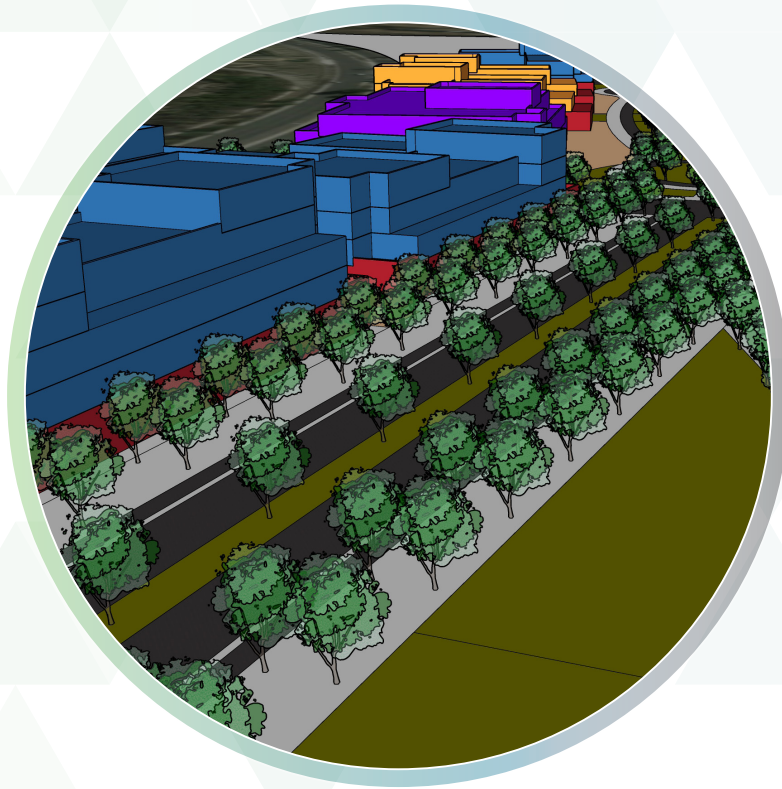
Parking and Transit Projects

- PT 1** Shared Parking Structures
- PT 2** Pick-up / Drop-off Zone
- PT 3** EV Charging Stations (commuter parking garages)



Part 5 Vision

B - LAND USE STRATEGY



Development Opportunity Sites

Buildout Assumptions & Considerations

Regulating Concept Plan

 Saugus Mixed-use District

 Transit Core District

Development Opportunity Sites

LAND USE STRATEGY

This Vision Plan takes a holistic view of the Pilot Project Area by incorporating planned development projects and projects that are under construction with additional lots that would add substantial value to the Pilot Project Area if redeveloped.

Primary Opportunity Sites

Primary sites will see the majority of development in the near future. These lots are to be utilized for large-scale, catalytic projects. This lot is under private ownership, which may pose some challenges to develop, but as it is the single largest parcel in the area, is relatively flat, and is free of permanent structures, development is most feasible on this land in the near future.

Secondary Opportunity Sites

These sites also have potential for large, dense developments, but are relatively encumbered compared to primary sites. The Metrolink property has complex property ownership established through easements and ground leases, which will make seeking approval for future developments difficult. However, due to its proximity to the station it is in the City's best interest to pursue development on the site.

Tertiary Opportunity Sites

The parcel east of the Metrolink parking lot is large and will have direct access to the parkway, but is currently undergoing environmental remediation.

Areas Not Considered Opportunity Sites

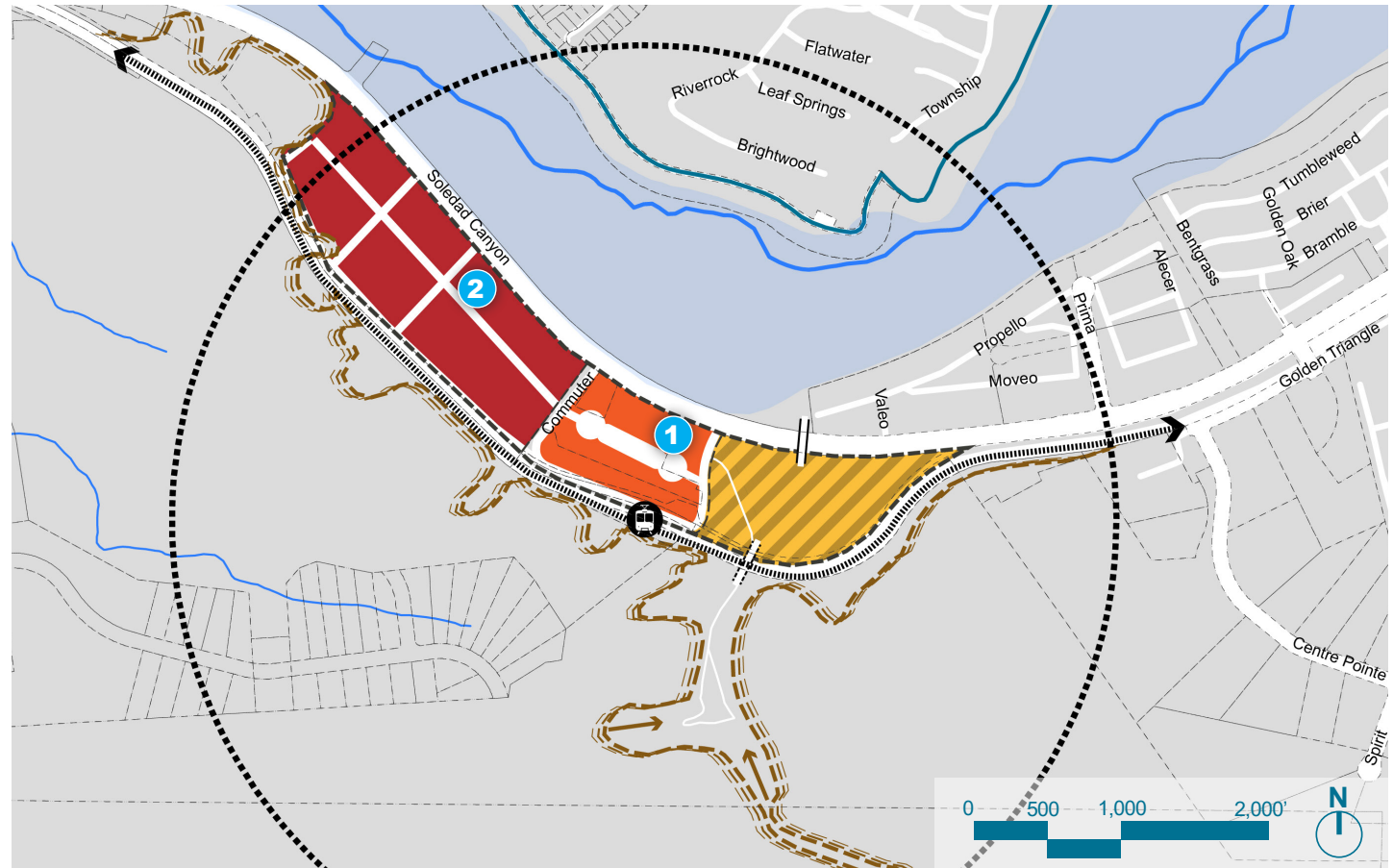
These lots would require drastic shifts in market or other conditions to support redevelopment, and as such are not considered suitable for redevelopment in the immediate future.



View of a vacant lot and Metrolink surface parking lots on the south side of Soledad Canyon Road



View of the Saugus Speedway Site adjacent to the Metrolink Station



Buildout Assumptions & Considerations

LAND USE STRATEGY

Absent recent market information and uncertainty about the availability of HQTA land for redevelopment, the Consultant Team considered a number of factors in developing the land use strategy for the Pilot Project Area. The five main factors that determined the buildout assumptions were as follows:

1. Existing Regulatory Framework (see Part 2: Station Area Profile)
2. Environmental Contamination
3. Site Ownership
4. Recent Local Precedents
5. Stakeholder/City Input (see Part 3: Outreach)



2018 aerial imagery of Subject Area; Source: Google Earth

1. Existing Regulatory Framework

The Santa Clarita General Plan (2011) and Porta Bella Specific Plan (1995) are still in effect and are summarized in the table at right (see 'Previous Planning Efforts' profiles in Part 2: Station Area Profile). The City, however, has expressed interest in updating the Porta Bella Specific Plan in the near future to facilitate more TOD.

Conclusion

The target square footages would require either: mixed-use buildings with two stories of retail space and offices above with stand-alone residential, or all mixed-use buildings with retail occupying every ground-floor and either offices or residential occupying the floors above. Both options would require commercial in the interior of the site, away from the major arterial Soledad Canyon Road. Second-floor retail is often difficult to lease reliably. The land use target mix also promotes housing densities that are relatively low when compared to average densities of typical TOD station areas, and would generate commercial-housing ratio that may not be viable for this market.


Santa Clarita General Plan (2011) and One Valley One Vision (OVOV) Valley-wide Traffic Study (2010)								
	Saugus Speedway Site				Metrolink Site			
Effective Until	Max FAR	Residential Density / Units	Commercial Square Footage	Office Square Footage	Max FAR	Residential Density / Units	Commercial Square Footage	Office Square Footage
2031	1.0	11-30 du/acre 450 du total	448,660 sq. ft.	300,000 sq. ft.	1.0	N/A	181,000 sq. ft.	unspecified


Porta Bella Specific Plan (1995)								
	Saugus Speedway Site				Metrolink Site			
Effective Until	Max FAR	Residential Density / Units	Commercial Square Footage	Office Square Footage	Max FAR	Residential Density / Units	Commercial Square Footage	Office Square Footage
until amended	N/A	N/A	N/A	N/A	unspecified	0 du/acre	no maximum	no maximum

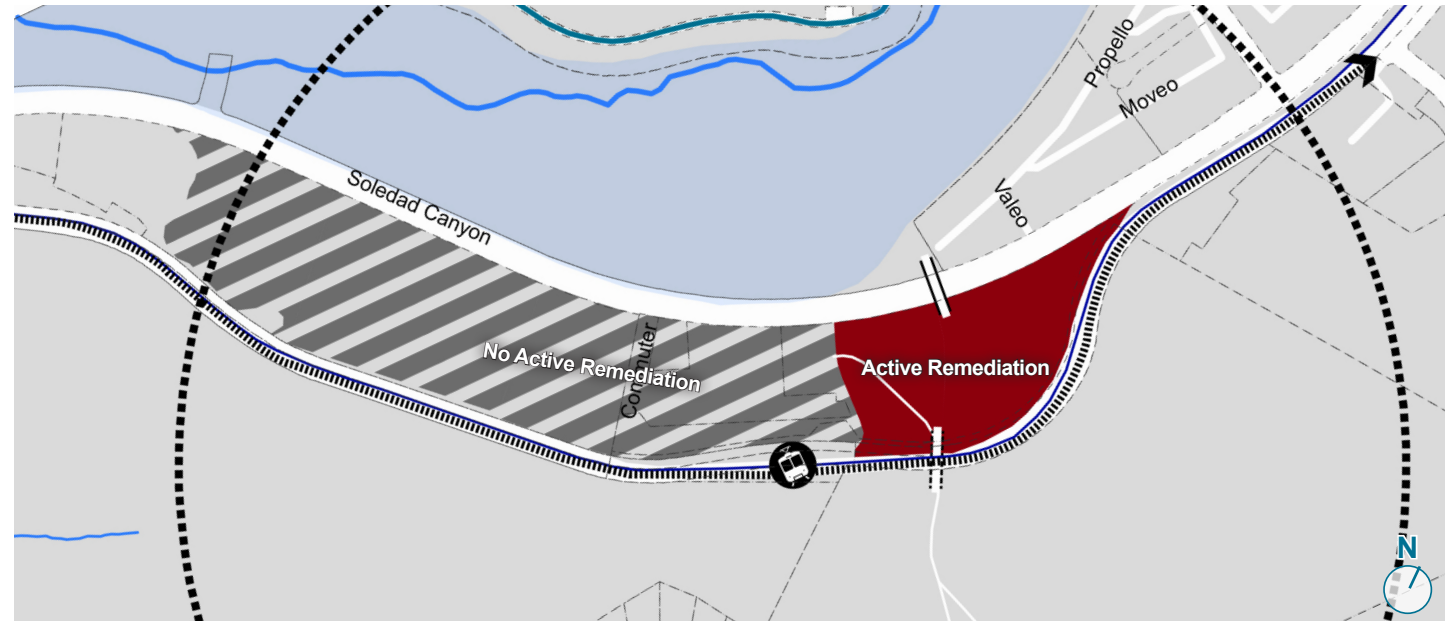
Buildout Assumptions & Considerations (cont.)

LAND USE STRATEGY


2. Environmental Contamination

 The Whittaker-Bermite site is contaminated with perchlorate and other chemicals. The site, as well as other parcels south of the Pilot Project Area along the hillslope are currently undergoing remediation.


 It is unclear if any contamination exists on the Metrolink Site or the Saugus Speedway Site. Phase I environmental assessment with soil testing of these areas is recommended as part of the Specific Plan update to identify which portions of the HQTAs Pilot Project Area are most suitable for commercial or residential development.



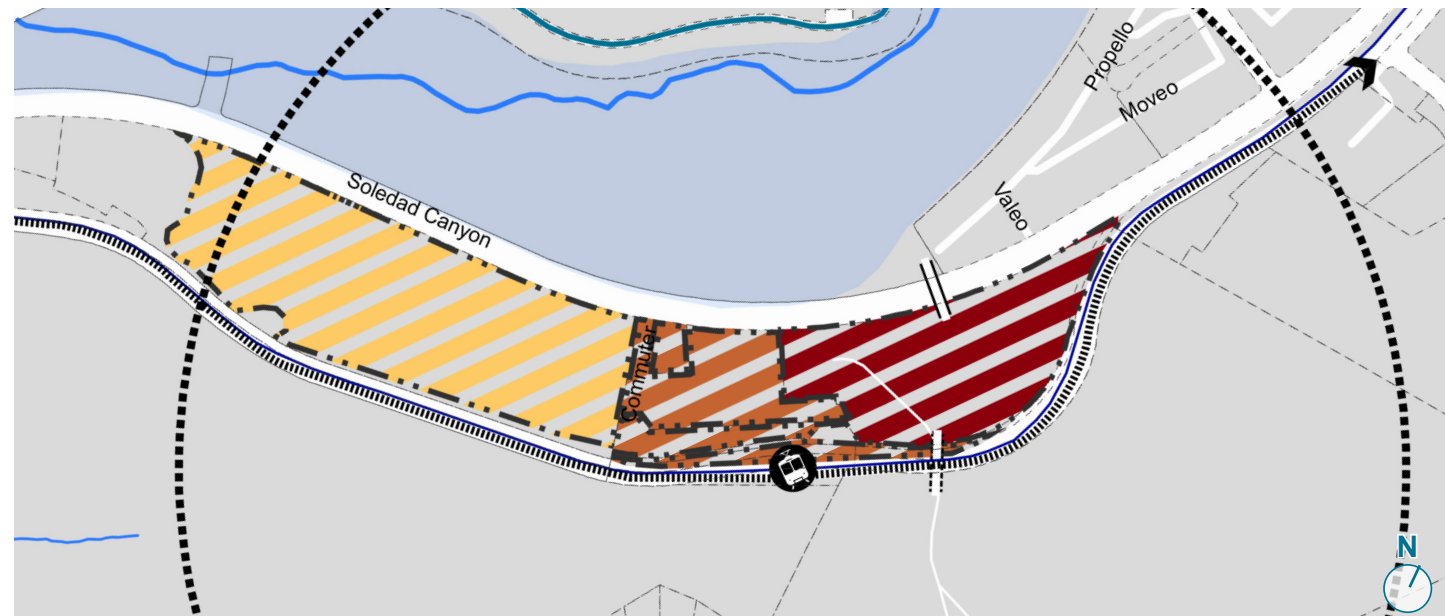
3. Site Ownership

 The Saugus Speedway parcel is owned by one private entity.

 The Metrolink parking lot parcel is owned by the Whittaker Corporation. The City has a ground lease to operate the Metrolink parking lot. This Vision recommends that the City acquire the site to catalyze development next to the Metrolink platform.

 The Whittaker-Bermite parcel is under private ownership (Whittaker Corporation) and has no easements.

The Metrolink and Whittaker-Bermite parcels are not readily available for redevelopment in the near term given ownership and potential contamination concerns.



Buildout Assumptions & Considerations (cont.)

LAND USE STRATEGY

4. Recent Precedents

Vista Canyon Specific Plan (2010)

The Vista Canyon Specific Plan (VC Plan) was adopted in 2010. This plan is centered around the recently reconstructed Via Princessa Metrolink station, and is thus comparable in terms of transit proximity, level of transit service, and current market demand for higher density and mixed-use TOD in Santa Clarita. The planned area is 185 acres, and over half of this area has been preserved as open space, trails, and parks.

The VC Plan calls for “main street” retail and office mixed-use buildings near the station with attached and detached townhomes to the east. Heights typically range from 3- to 5-stories closest to the station where uses are most dense.



Vista Canyon Main Street; Source: vistacanyon.com



Vista Canyon Mixed-use office building; Source: vistacanyon.com



Vista Canyon Land Use Plan; Source: vistacanyon.com

Effective Until	Acres	Density	Residential Density / Units	Commercial Square Footage	Office Square Footage
until amended	185 acres gross / 90 acres developed	12 units per acre	1,100 du	304,000 sf	646,000

Newhall Ranch Specific Plan (2005)

The General Plan identifies the Newhall Ranch Specific Plan (2005) as the prototype for other districts in the Valley that are clustered around transit centers. The plan is a form-based code, which is a type of regulatory document that sets standards relating to the form and physical character of the public and private realm. This differs from traditional specific plans, like the Vista Canyon Specific Plan, which regulate land use more directly. As such, no maximum square footages are provided by use.



Newhall Ranch envisioned neighborhood; source: theranchontheriver.com

Buildout Assumptions & Considerations (cont.)

LAND USE STRATEGY

Proposed Land Use and Phasing Strategy

Phase 1A: Saugus Speedway West (■■■■)

- This parcel is solely comprised of residential buildings including multi-family courtyard housing, low-rise apartments, and attached single-family townhomes.
- Placing the majority of housing on this block keeps residents as far from the areas undergoing environmental remediation as possible.

Phase 1B: Saugus Speedway East (■■■■)

- Office, retail, and residential mixed-use buildings are oriented in smaller, more pedestrian-friendly blocks.
- Parking will be provided via a combination of shared structured and surface parking.

Phase 1C: Metrolink Parking Lot (■■■■)

- A hotel on the Metrolink parcel will provide the activity and customers necessary to support this level of retail.
- Additional housing provided on this site will address the regional housing crisis and new residents will have convenient access to the station.



Illustrative model of 2048 HQTAs Vision Plan land use densities showing major development phases

Proposed Cumulative Buildout Assumptions

These are the land use mixes proposed in the buildout scenario on the following pages of this Vision. The mix differs from currently adopted land use mix requirements in order to better follow TOD best practices and to realize the HQTAs Pilot Program's goals. A market study and updates to the General Plan and Specific Plan are required to facilitate the proposed mix.

	Residential Units	Retail/Hotel Square Footage	Office Square Footage	Civic Square Footage
Notes/Assumptions	113% of General Plan/OVOV target buildout. Residential uses arranged in low-rise apartments, courtyard-style apartments, and attached townhomes.	80% of General Plan/OVOV target buildout. Reduced retail square footage to strike a better balance of uses on-site, and to ensure only ground-floor and street-adjacent retail. New business hotel and conference center added to compliment the office uses.	212% of General Plan/OVOV target buildout. Additional office space provided to accommodate larger office tenants.	New civic use added to the Metrolink parcel to serve the new residents of the HQTAs. Facilities may be used as a school, government, or recreational building.
Phase 1a	360 units	0 sq. ft.	0 sq. ft.	0 sq. ft.
Phase 1b	80 units	237,410 sq. ft.	400,170 sq. ft.	0 sq. ft.
Phase 1c	70 units	268,910 sq. ft.	235,090 sq. ft.	123,380 sq. ft.
TOTAL	510 units	506,320 sq. ft.	635,260 sq. ft.	123,380 sq. ft.

Regulating Concept Plan

LAND USE STRATEGY

The Regulating Concept Plan identifies the proposed height, density, intensity, and development guidelines for key redevelopment projects in the Pilot Project Area. Each of the building types below, keyed to the plan at right, has a more complete profile in the attached HQTA Toolkit that shows a target range of building mass and intensities. Additional building types or different configurations of the illustrative plan not listed below may be appropriate, as long as the massing, design, and density targets listed below are satisfied.





1 Mid-Rise Podium with Retail Wrapped around the Podium and Facing the Street; Source: zumper.com



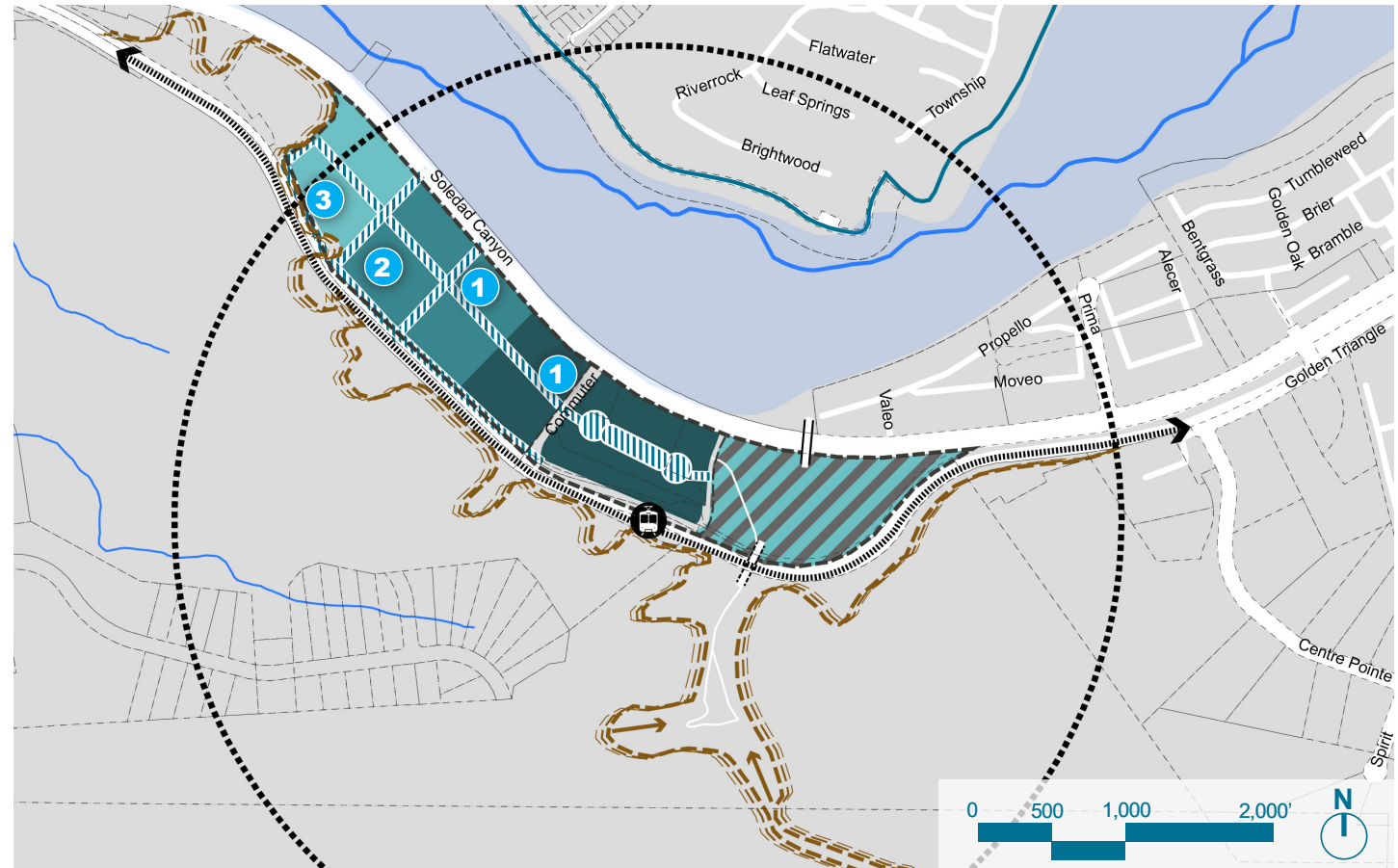
2 Attached Townhouses and Live/Work; Source: elementescapes.co.nz



3 Detached Single-Family Residential Organized around a Public/Private Green

-  New Streets
-  Area where it is uncertain if contamination precludes some/any redevelopment

Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
View the Toolkit to learn more about the following building types. PDF: click to navigate.		
Podium Mid-Rise Office / Retail	5-10	II-C-D-2
Flex/ Hybrid	4-6	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Courtyard Apartments	up to 3	II-C-C-2
Townhouse/ Small Lot Subdivision	up to 3	II-C-B-2



Saugus Mixed-use District

LAND USE STRATEGY

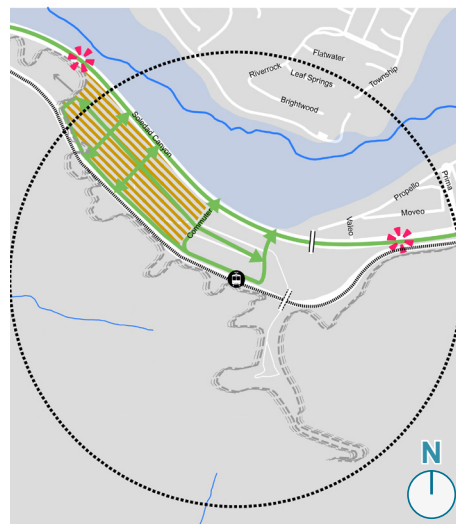
Illustrative Plan

The Saugus Mixed-use District proposes a variety of housing typologies for the western portion (Phase 1A), a mixed-use employment hub on the eastern portion, and pedestrian and cyclist connections from the western hillside to the Metrolink Station. A network of new streets and pathways divides the large parcel comprising the Saugus Speedway into walkable blocks with ample park space. New blocks are recommended not to exceed 330' x 600' as framed by streets, but additional pedestrian/bicycle circulation should be introduced on each block.



Key Elements

- 1 Development along the Metrolink rail line and the western hillside will be setback behind a buffer (i.e. a berm or landscaping) to provide a visual and sound barrier for the adjacent development projects.
- 2 A network of new streets to enhance direct internal circulation to key destinations within the TOD area.
- 3 Mixed-use low-rise buildings oriented around plazas and parks.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



Attached multi-family residential; Source: Gruen Associates



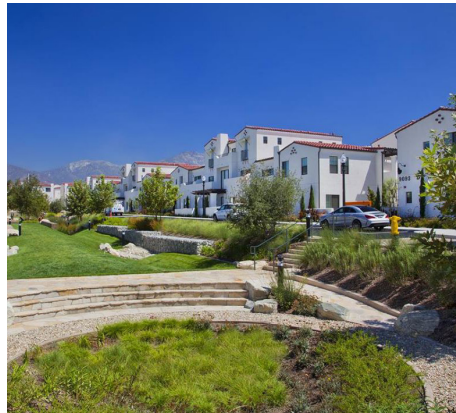
Multi-family apartments with private interior courtyard

Saugus Mixed-use District

The design of public green spaces are informed by the footprint of the historic Saugus Speedway. The main public park in this district along a mountain view corridor and facing Center Boulevard will maintain the arc of the Speedway's footprint. The other public greens in the district have a similar semi-circle shape to create a unique but unifying element across the district.



Townhomes in San Francisco, CA; Source: five88sf.com

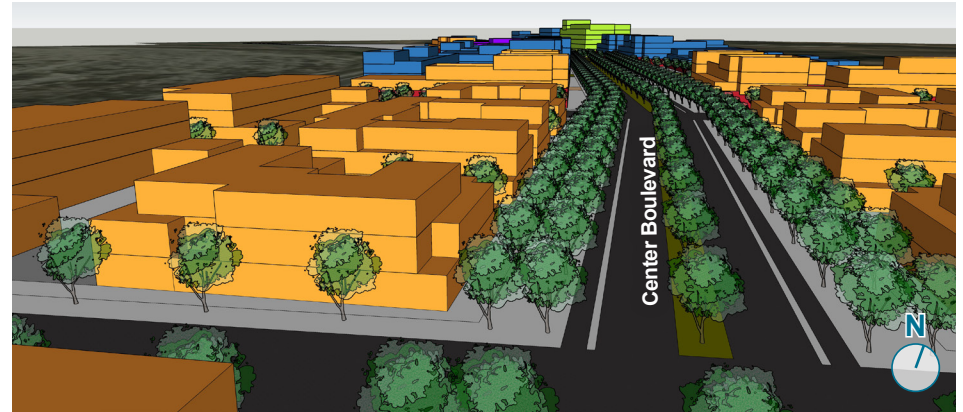


Higher-density multi-family in Montclair, CA; Source: Westsiderentals.com

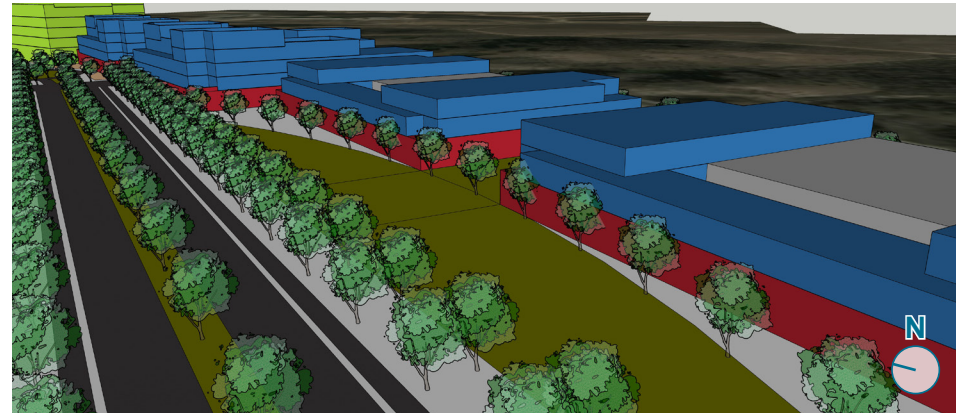


Mixed use retail and office building in Boulder, CO; Source: Nicholas Partnership

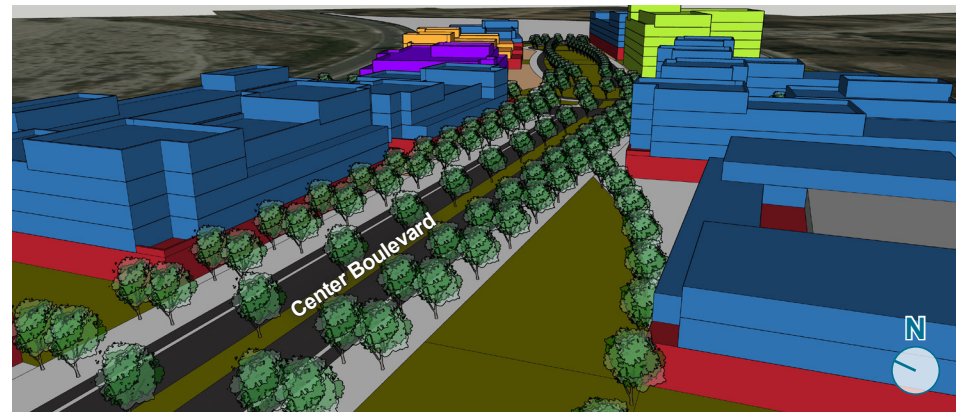
LAND USE STRATEGY



Detached single-family housing oriented around a public green space



Mixed-use office and retail buildings oriented towards a public park at the site of the former Speedway



Mixed-use office and retail buildings oriented around a public park at the site of the former Speedway

Saugus Mixed-use District

LAND USE STRATEGY

Land Use Mix and Targets

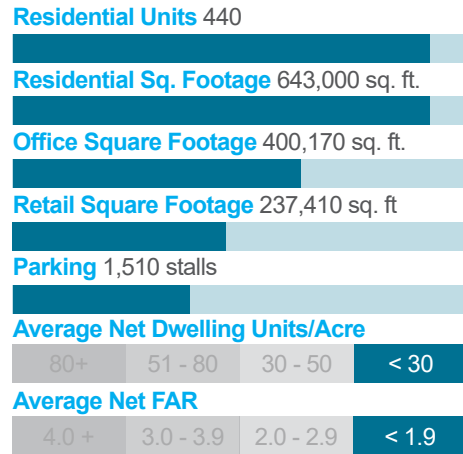
The portion of the Saugus Mixed-use District that occupies western half of the Saugus Speedway footprint will be residential.

Building typologies are to resemble existing hillside residential developments in Santa Clarita and courtyard style apartments,

The remainder of the district is envisioned to be a mix of office and retail uses.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision by the year 2048



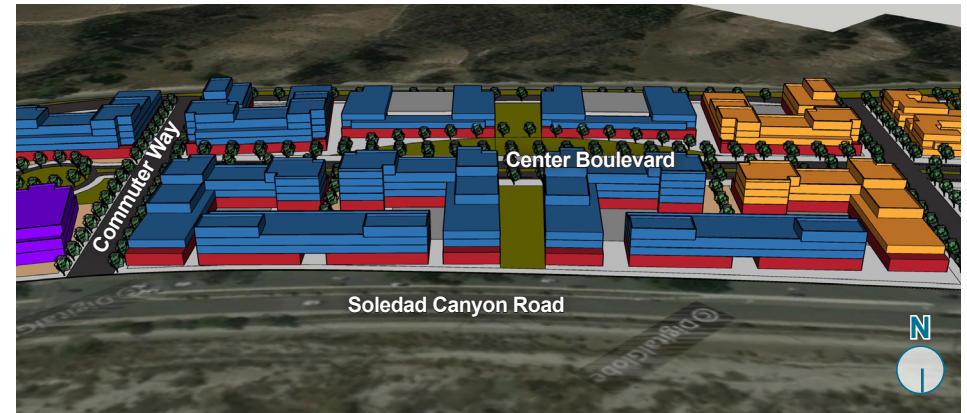
- Multi-Family Residential
- Retail
- Office
- Civic/School
- Hotel/Hospitality
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



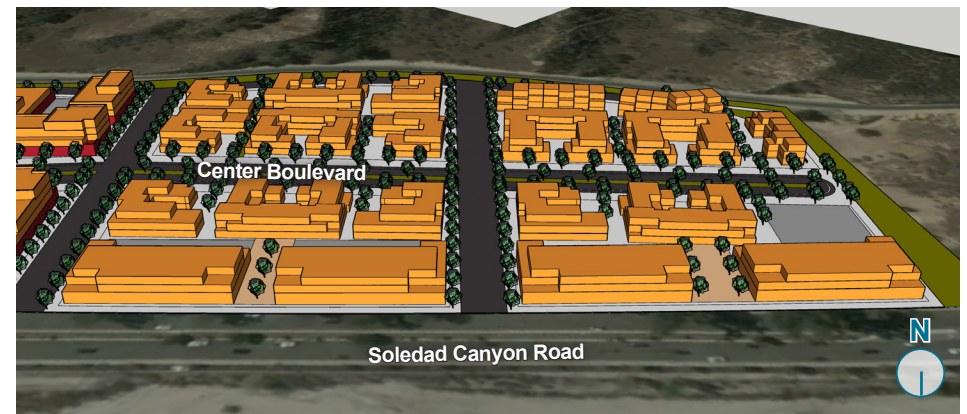
A multi-use pathway adjacent the railroad tracks in Solana Beach, CA; Source: Schmidt Design Group.



Retail and office along Commuter Way



Mixed-use buildings with ground-floor retail along Soledad Canyon Road



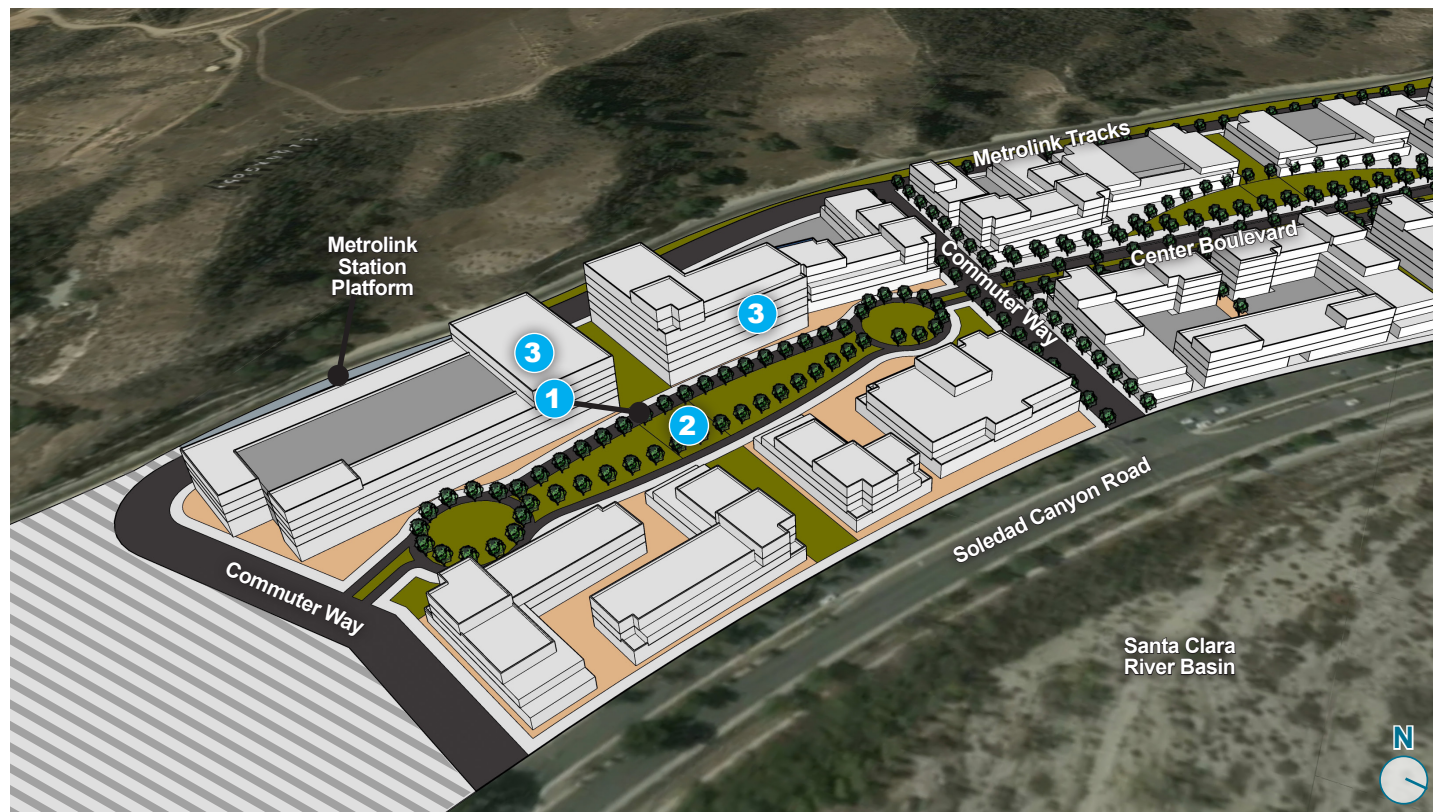
Multi-family residential along Soledad Canyon Road

Transit Core District

LAND USE STRATEGY

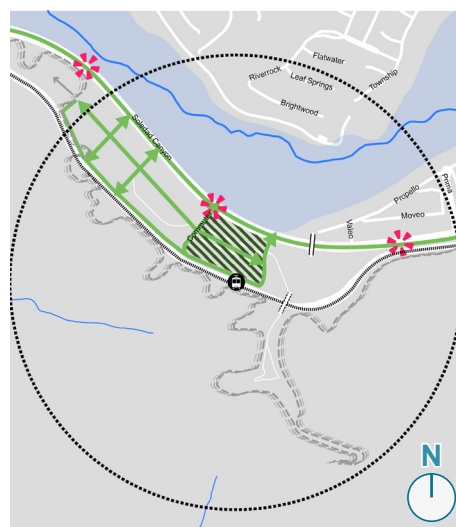
Illustrative Plan

The densest development will occur in this area near the Metrolink Station and the site will become progressively less dense on the western portion furthest from the station.



Key Elements

- 1** A pickup and drop off area for visitors to the Metrolink Station will be located along the south side of the Center Boulevard split.
- 2** Central public green space located along view corridors that preserve sight lines to the natural hillscape and the river basin.
- 3** Mixed-use hotel and office towers with shared parking structures near the station to provide the hospitality services as well as conference space that are lacking in the area.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



Mid-rise building with underground parking



Public park overlooking mid-rise apartments

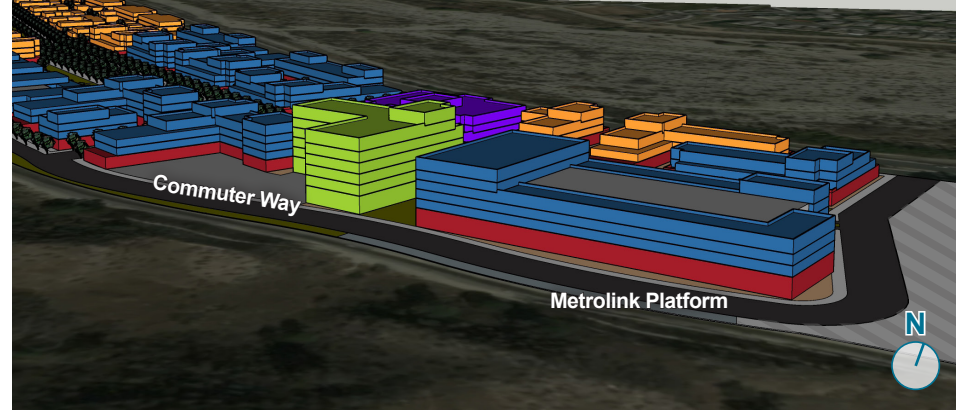
LAND USE STRATEGY

Transit Core District

Center Boulevard will continue eastward from the western end of the HQTA to Commuter Way where the street may become two separated one-way roads divided by a public green and plaza space. The one-way counter-clockwise loop will be a temporary pickup and drop-off parking zone for Metrolink passengers. This area will be connected to the platform via a pedestrian paseo.



The Sixty Hotel in Beverly Hills, CA; Source: hotels.com



View of new hotel and office towers from the Metrolink platform



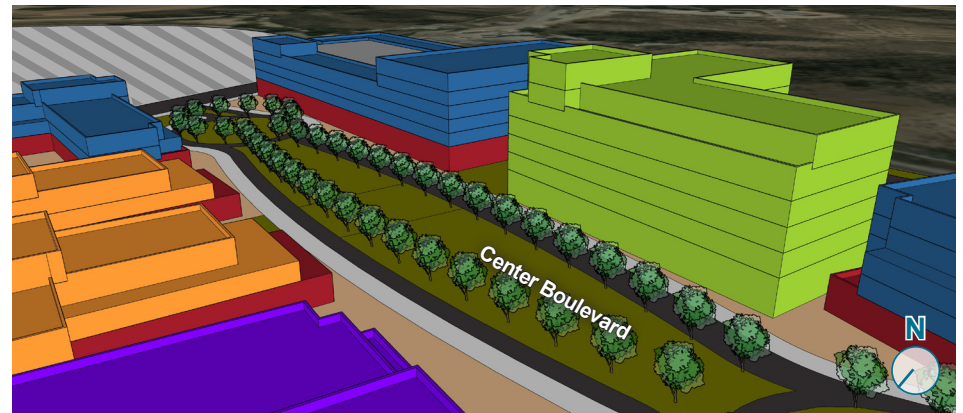
5-story residential in San Francisco, CA; Source: five88sf.com



Roundabout and civic use on the Metrolink parking lot site



A mixed-use building in Portland, OR



View of new hotel and office towers from across the street (Center Boulevard)

Transit Core District

LAND USE STRATEGY

Land Use Mix and Targets

Buildings in the Transit Core District fronting Soledad Canyon Road will include mixed-use retail and residential. A building for a new school or other civic use is proposed to service new residents in the HQTa. Buildings fronting the Metrolink Station will be a mix of ground-floor retail office and hotel buildings.

The hotel should be located on a mixed-use block near the Station. For planning purposes, the hotel will have roughly 210 guestrooms v approximately 150,000 sq. ft. These buildings will provide office suites and convention and meeting space for the thriving biomedical industry. The envisioned retail on the ground floor will be transit-supportive and restaurants to service office workers and hotel guests. The upper floors of these buildings will be office spaces.

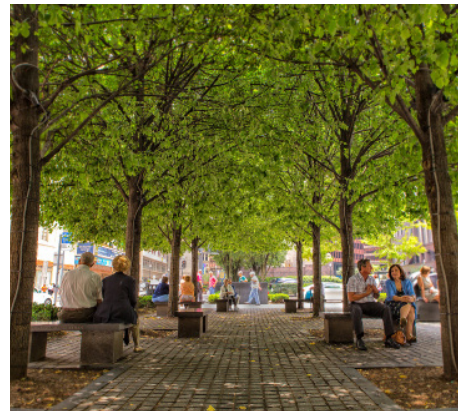
Hotels are not identified as an allowed use on the Metrolink Site per the 2011 General Plan. An update to the Porta Bella Specific Plan will need to accommodate hotels and conference facilities to realize this vision.

Potential Buildout Land Use Mix*

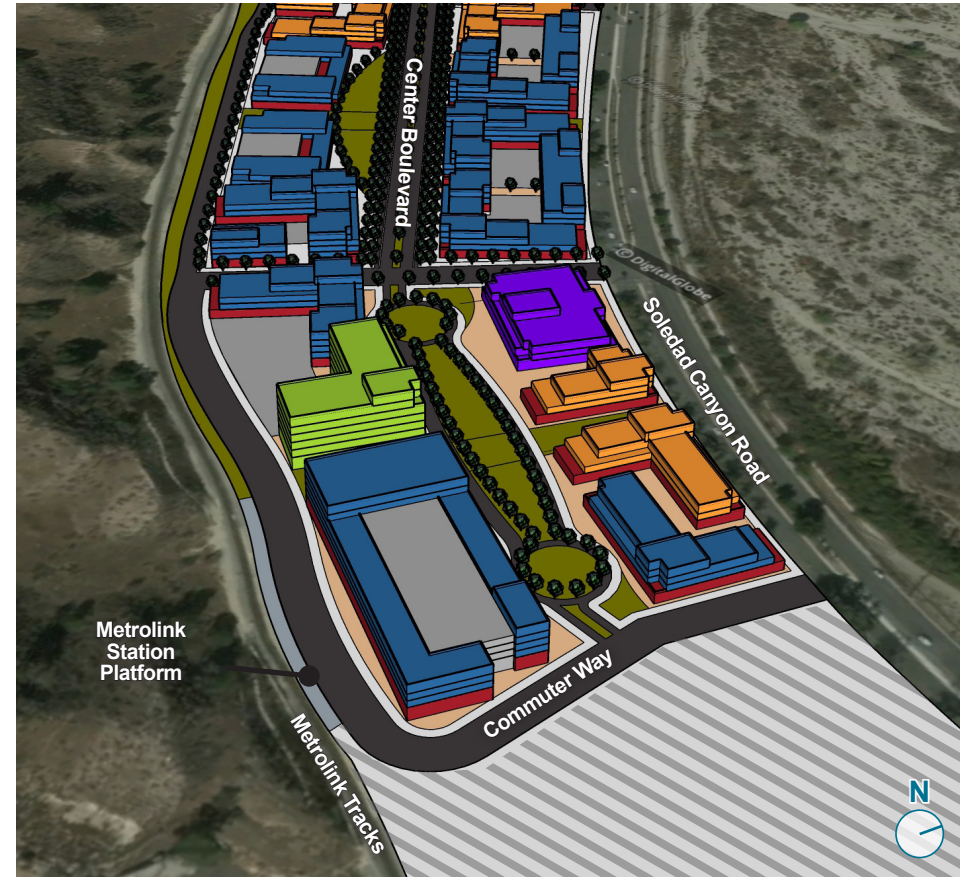
* These numbers represent the square footage and units proposed by this Vision by the year 2048

Residential Units 70
Residential Sq. Footage 61,180 sq. ft.
Office Square Footage 235,090 sq. ft.
Retail Square Footage 268,910 sq. ft.
Parking 1,370 stalls
Average Net Dwelling Units/Acre
80+ 51 - 80 30 - 50 < 30
Average Net FAR
4.0 + 3.0 - 3.9 2.0 - 2.9 < 1.9

- Multi-Family Residential
- Retail
- Office
- Civic/School
- Hotel/Hospitality
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



A double-alley of trees enhances connectivity



New mixed use office, retail, and hotel at the Metrolink Station



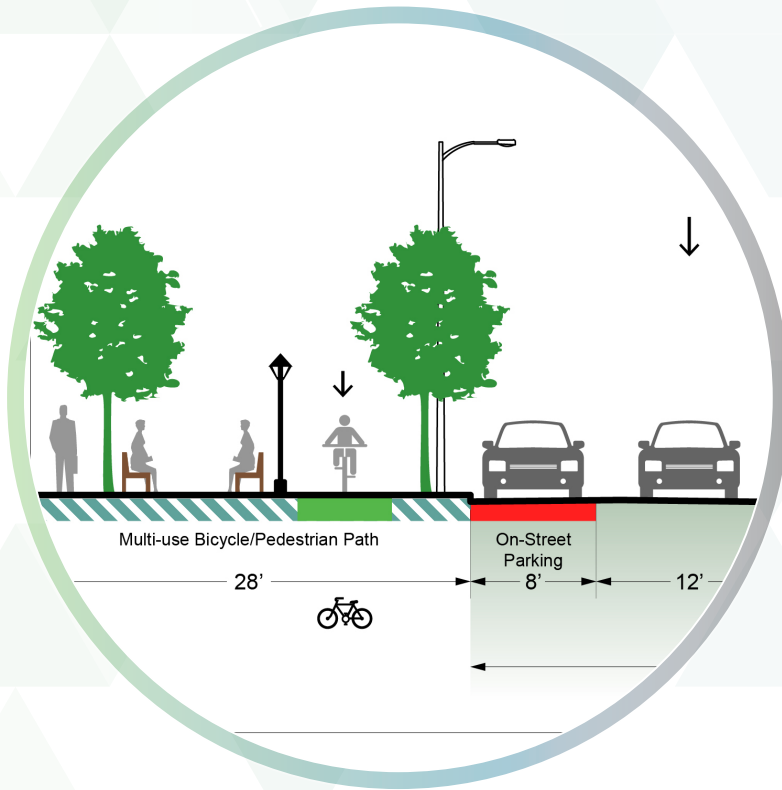
New apartments fronting Soledad Canyon Road

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Part 5

Vision

C - INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Priority Projects

Bicycle Network

Pedestrian/Greening Network

Parking and Transportation Network

Key Improvements

- ◀ C1 ▶ Soledad Canyon Road
- ◀ C2 ▶ Commuter Way
- ◀ C3 ▶ Center Boulevard

Priority Projects

INFRASTRUCTURE & PUBLIC REALM STRATEGY

Corridor Projects

- C 1** Soledad Canyon Road
- C 2** Commuter Way
- C 3** Center Boulevard

Bicycle Projects

- B 1** Center Boulevard Multi-use Path
- B 2** Bike Hub

Pedestrian/Greening Projects

- PG 1** Transit Plaza
- PG 2** Center Boulevard Rambla
- PG 3** Transit Promenade
- PG 4** Speedway Parks
- PG 5** Speedway Promenade
- PG 6** Railway Green

Parking and Transit Projects

- PT 1** Shared Parking Structures
- PT 2** Pick-up / Drop-off Zone
- PT 3** EV Charging Stations (commuter parking garages)



Bicycle Network

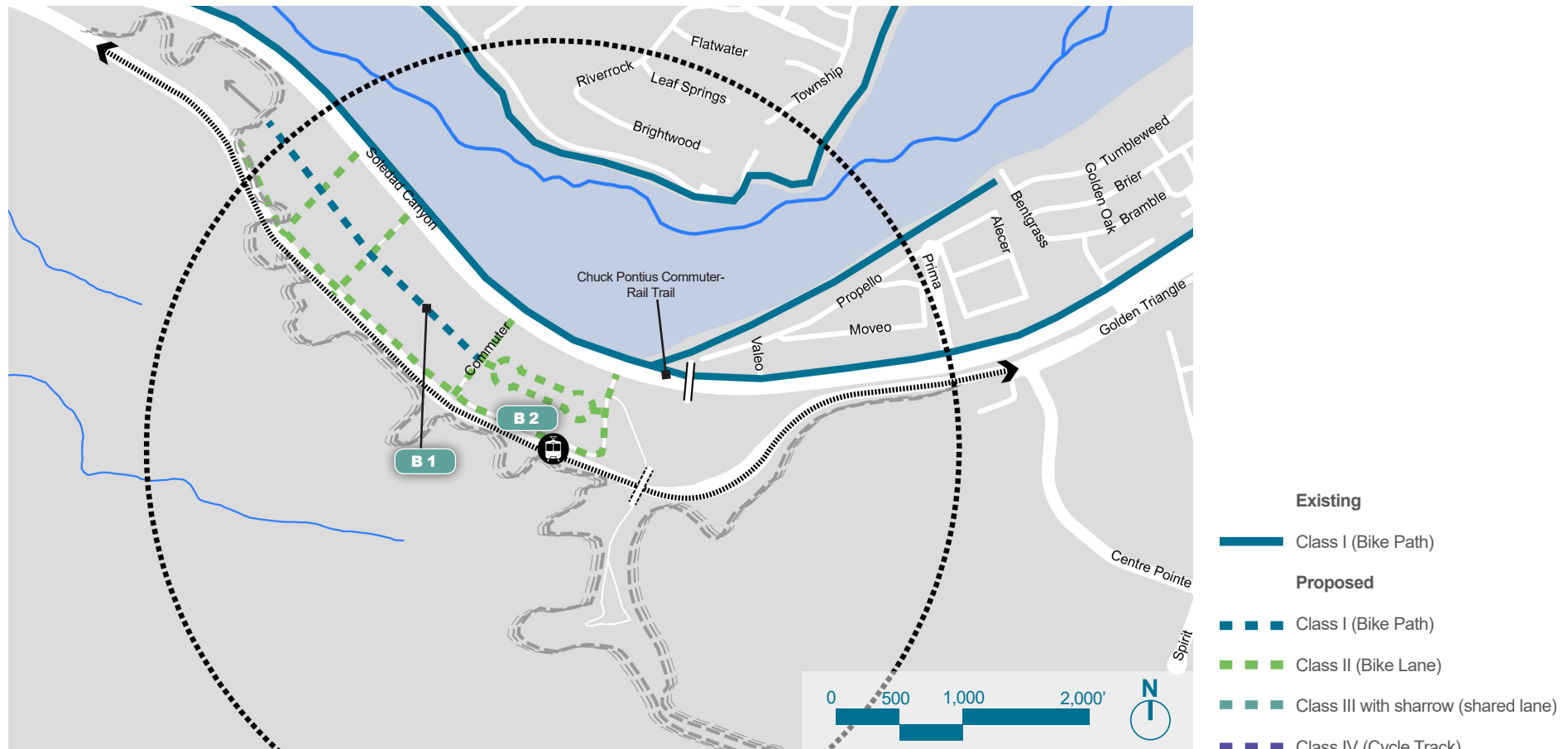
INFRASTRUCTURE & PUBLIC REALM STRATEGY

The Vision Plan proposes bicycle improvements to create a connected network of protected bicycle facilities that serve many destinations and multiple neighborhoods surrounding the Pilot Project Area. A connected network of bicycle facilities will provide more benefits such as higher bicycle ridership and improved safety than a few (potentially unconnected) individual projects while creating a district that is easier, and more enjoyable to bike and walk than drive.

The network envisioned by this Vision Plan will connect to the Chuck Pontius Commuter-Rail Trail. Bicycle tracks along a new street, Center Boulevard, will provide primary east-west bicycle circulation in the HQT. Additional streets will also have bicycle lanes to connect to Soledad Canyon Road's existing bike path.

Priority Projects

- B 1 Center Boulevard Multi-use Path**
The new boulevard (Center) that bisects the Saugus Speedway parcel will have multi-use paths for pedestrians and cyclists on either side of the street.
- B 2 Bike Hub**
Bike facilities located at the Transit Promenade will include fix-it stations, bike storage, and bike rentals.



Pedestrian / Greening Network

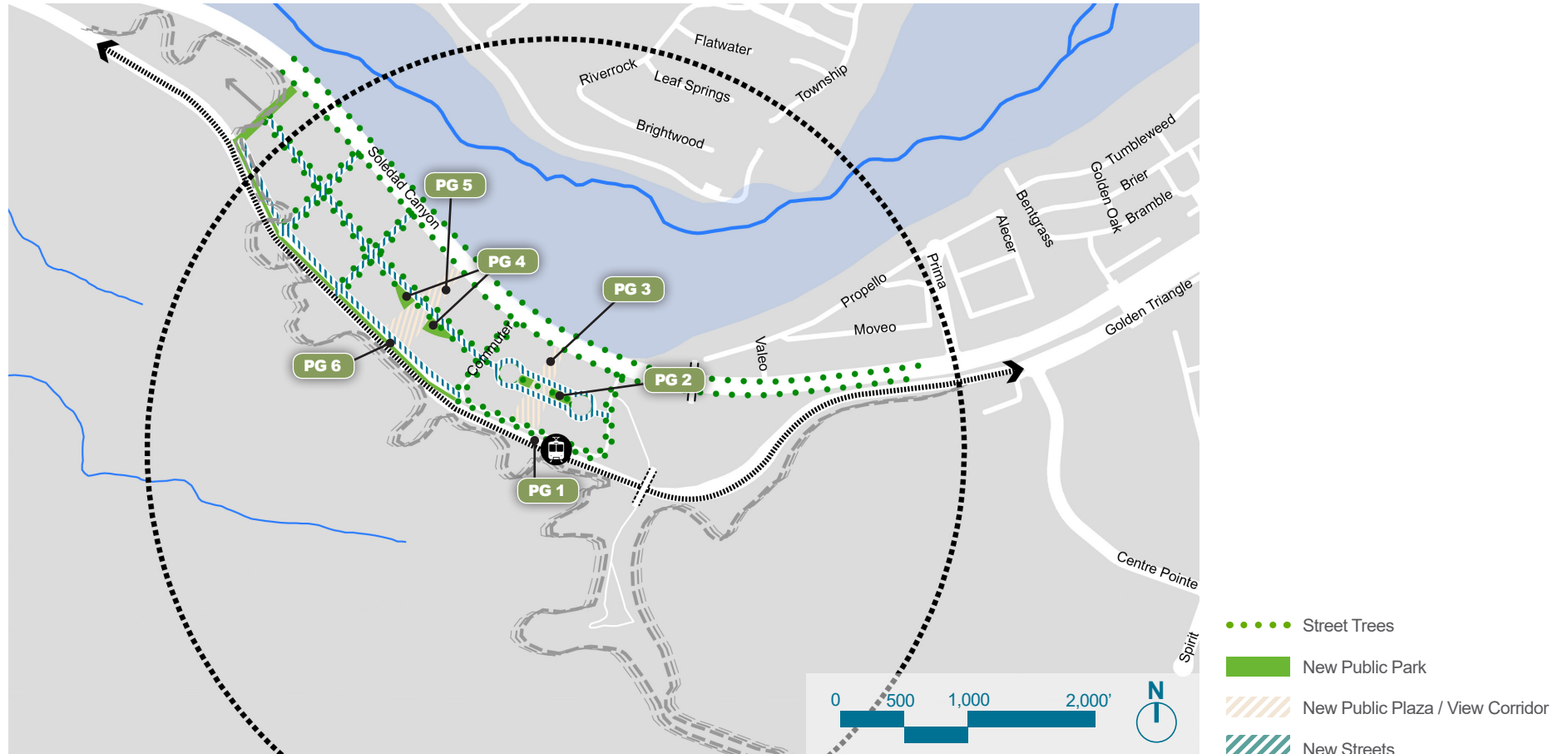
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Landscape, open space, and pedestrian improvements of the Vision Plan not only complement, but should be associated with envisioned bicycle improvements.

This Vision Plan capitalizes on the HQTAs adjacency to Santa Clarita's natural hillscape and the existing Santa Clara River Basin. Four north-south view corridors are established to preserved sight lines to these natural resources. Public plazas will define these view corridors to provide passive and active recreational space. Additionally, public and private parks will line new attached and detached housing units on the northeast portion of the site.

Priority Projects

- PG 1** Transit Plaza
- PG 2** Center Boulevard Rambla
- PG 3** Transit Promenade
- PG 4** Speedway Parks
- PG 5** Speedway Promenade
- PG 6** Railway Green



Parking and Transportation Network

Transit connectivity, adequate and circulation, and commuter parking are critical for the HQTA.

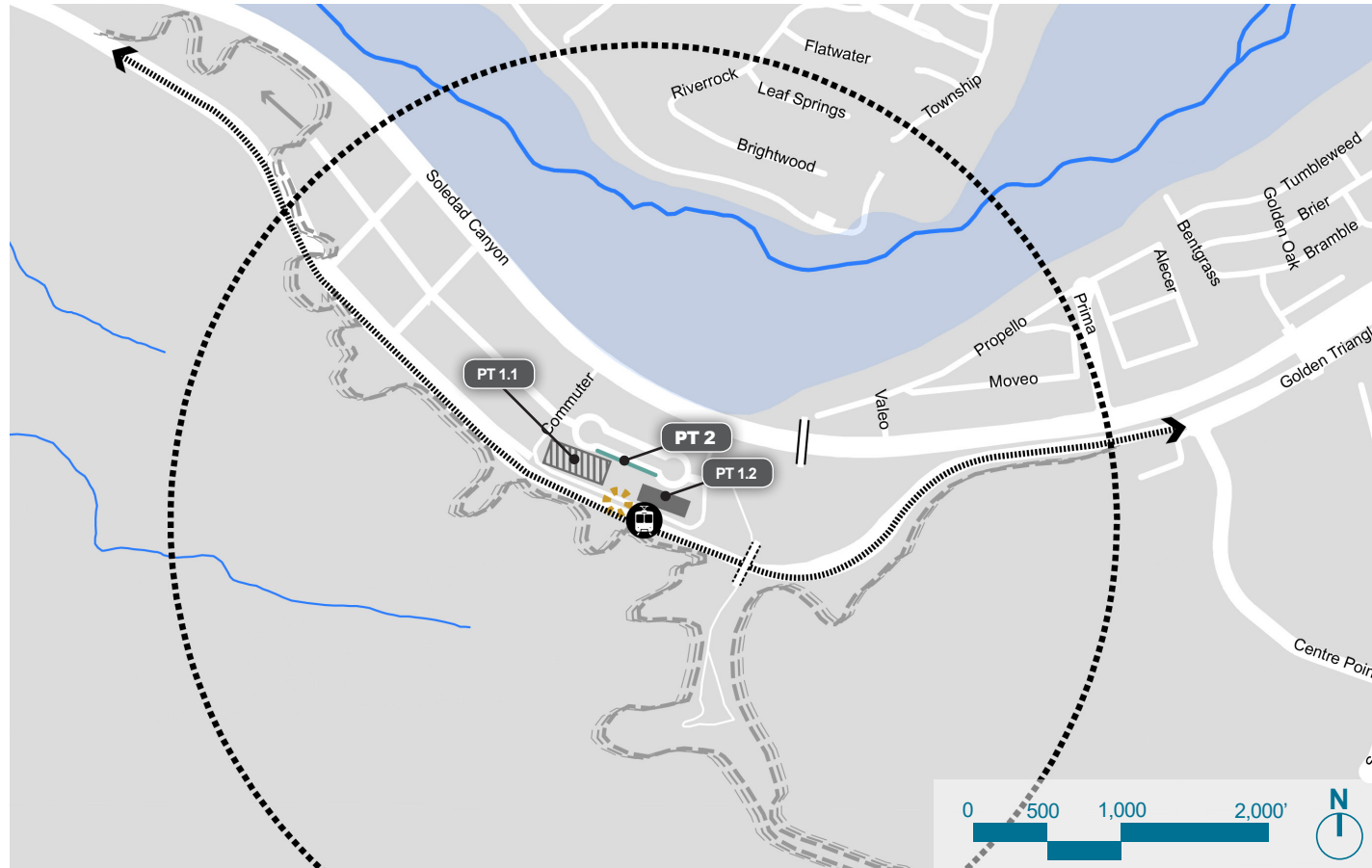
Several new public and private shared parking structures are proposed to support the envisioned development density for the Pilot Project Area. The table at right details the parking capacity at the two new public structures. These new public parking structures include a 1:1 replacement of 427 existing commuter parking spaces plus 466 additional parking spaces for commuters and adjacent development on the Metrolink Site south of Center Boulevard. Parking for the other developments illustrated in this Vision Plan are to be provided in privately owned and operated structures and lots. For all parking calculations, estimated parking demand was determined using TOD-compatible ratios (1 space per residential unit, 1 space per 600 sq. ft. of non-residential uses).

INFRASTRUCTURE & PUBLIC REALM STRATEGY

Parking Structure	Floors	Parking Capacity
1.1	1 (underground)	367
1.2	4	526

Priority Projects

- PT 1 Shared Parking Structures**
There are two proposed public parking structures, detailed in the table at left. The final size, configuration, and determination of above-grade vs. below-grade structure will depend on the future adjacent development.
- PT 2 Pick-up / Drop-off Zone**
The east-bound side of Center Boulevard will have a curb-side pick-up and drop-off zone on the Metrolink parking lot parcel to facilitate commuter transfers.



- Key Transit Stops
- Pick-up and Drop-off Area
- New Below-grade Public Shared Parking Structure
- New Above-grade Public Shared Parking Structure

C1 Soledad Canyon Road

Soledad Canyon Road is the only street by which the Pilot Project Area can be accessed from other areas in Santa Clarita. As such, recommendations for Soledad Canyon Road are modest to preserve the street's level of service capability. This Vision does, however, recommend a new signalized intersection west of the existing Commuter Way intersection to reduce congestion at Commuter Way caused by the development on the Saugus Speedway site proposed in the buildout scenario.

Community Amenity Zone: Privately-owned and built improvements for pedestrian amenities such as an extended sidewalk, shade trees, benches, trash receptacles, pedestrian lighting, and signage. The City will need to create easements or dedications to facilitate these improvements.

Monument Wayfinding Signage: Monument signage should be placed at key entry points along the landscaped median strip.

Refuge Islands: Addition of a mid-block crossing point with a pedestrian refuge island at the median.

Pedestrian Push Button: Addition of a crosswalk connecting the new intersection on the western end of the site. This intersection will not be signalized, therefore a pedestrian push button is necessary to allow convenient crossings to the trail.

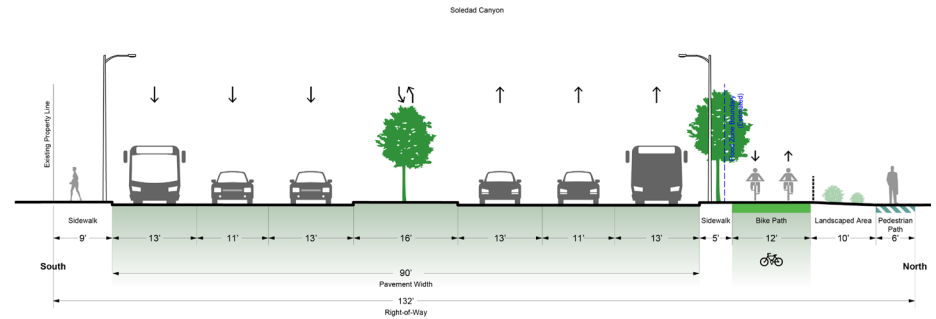
Signalized Intersection: Addition of a signalized intersection on the Saugus Speedway Site with accompanying crosswalks.

Greenway / Street Trees / Bioswale: Addition of street trees along Soledad Canyon Road where there are gaps, primarily on the south side of the street.



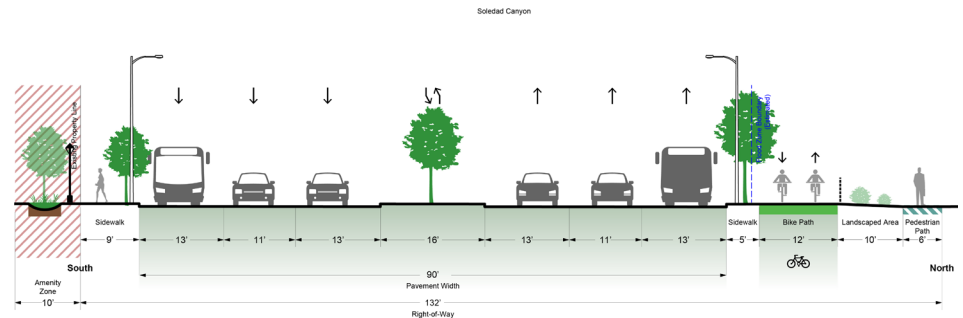
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.

C2 Commuter Way

Commuter Way will see sidewalk and roadway improvements to allow for greater pedestrian, bike, and vehicular access to the Metrolink Station. Additionally, lane re-striping will allow for a bicycle lane adjacent to the on-street parking.

Community Amenity Zone: Privately-owned and built improvements for pedestrian amenities such as an extended sidewalk, shade trees, benches, trash receptacles, pedestrian lighting, and signage. The City will need to create easements or dedications to facilitate these improvements.

Lane Width Reduction: Existing travel lane widths can be reduced to 12' wide on outer lanes and 10' wide on inner lanes.

Bicycle Lane: Addition of a bicycle lane on side of Commuter Way opposite the Metrolink platform.

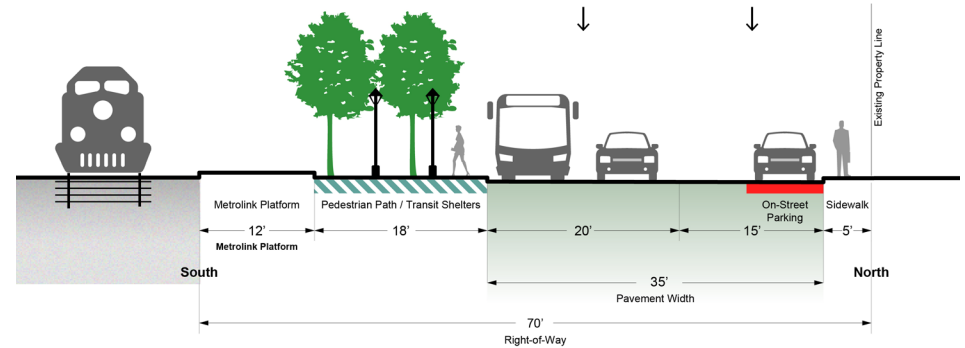
Curb Extensions: Curb extensions located at the Commuter Way / Center Boulevard intersection.

Greenway / Street Trees: Introduce shade trees and parkways along the entire length of Commuter Way where there are gaps.

Enhanced Bus Shelter: Improved street furniture and signage at the Santa Clarita Metrolink Station. **OPTION:** Lane re-striping to convert exterior lane to a bus-only lane adjacent to the Metrolink Station.

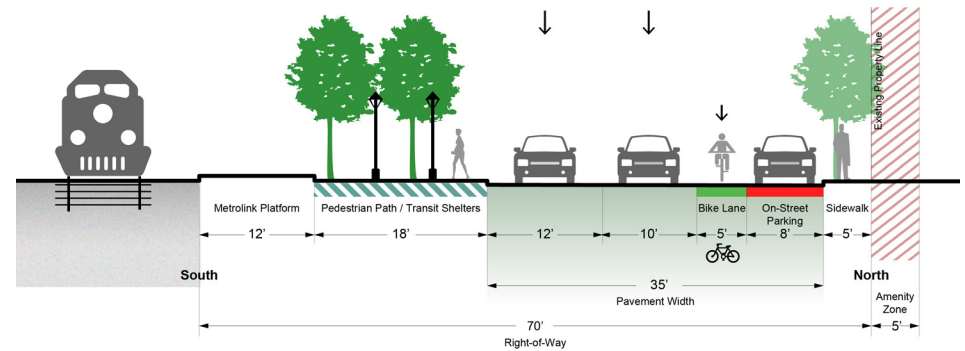
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*

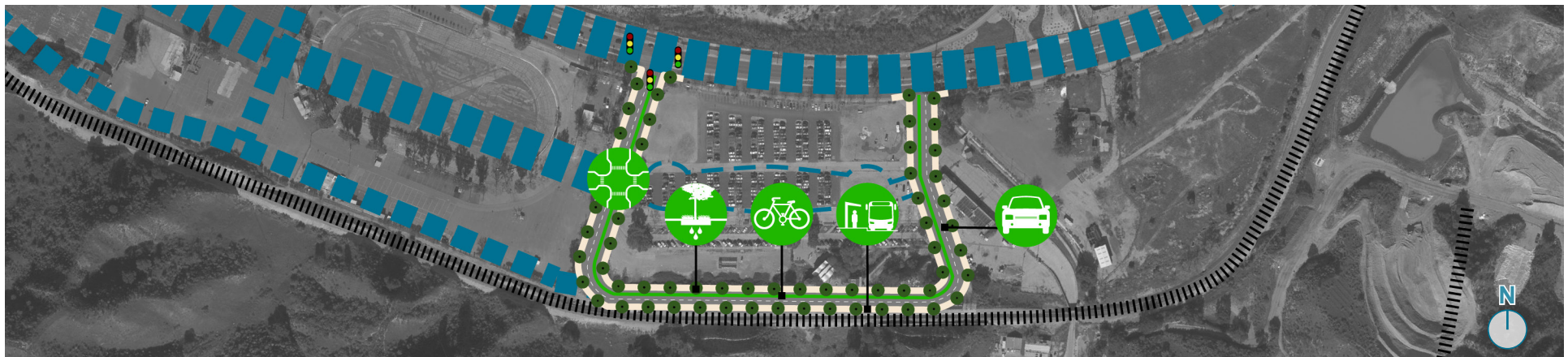


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.



C3 Center Boulevard

Center Boulevard will be a new street that connects both ends of the Pilot Project Area in the east-west direction. The boulevard will be a two-lane roadway with protected bicycle lanes, a landscaped turning lane/median, and large pedestrian boardwalks.

INFRASTRUCTURE & PUBLIC REALM STRATEGY



Street with landscaped median near dense buildings; Source: Forbes.com



Rosemead Boulevard, Temple City, CA



Signalized Intersection: Addition of a signalized intersection at the center north/south street with accompanying crosswalks.



Bicycle Lanes: A Class I multi-use path for pedestrians and cyclists is proposed on each side of Center Boulevard in place of a typical sidewalk.

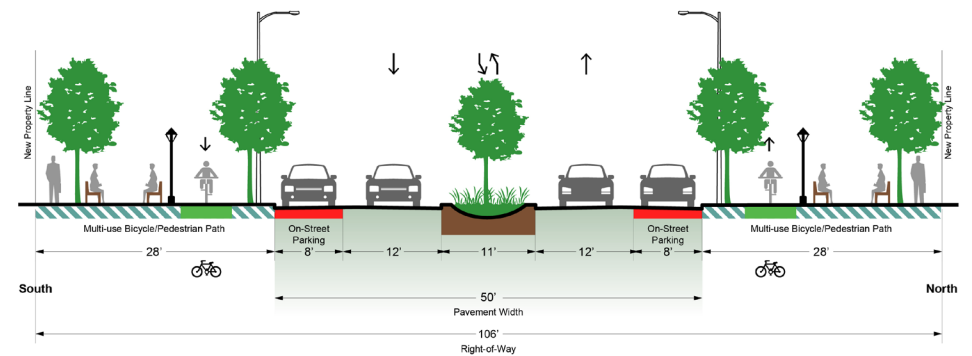


Curb Extension: Curb extensions at the Commuter Way and the western-most new street intersections will increase pedestrian safety around the newly proposed paseos.



Greenway / Street Trees: Introduce shade trees, parkways, bio-retention and infiltration devices along the median and a double row of street trees on both sidewalks to filter stormwater and provide shade.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.

