Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0112, **File Type:** Agreement **Agenda Number:** 17.

FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 17, 2025

SUBJECT: LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee, to execute a 45 year license agreement commencing May 1, 2025, with the City of Santa Clarita ("City") for a portion of real property located on parcel numbered (APN) 2864-003-901 ("Property") depicted in Attachment A, for a one-time administrative fee of $1,500 ("License").

ISSUE

The City of Santa Clarita is developing the Via Princessa Park project ("Project"), which will provide recreational amenities, enhance transit accessibility, and improve environmental sustainability. The City is requesting a 45-year license for a pedestrian and restricted vehicle crossing under Metro-owned right of way. Board approval is required as the term exceeds the CEO's five-year limit.

BACKGROUND

LACMTA acquired the Property in 1991 from Southern Pacific Transportation Company ("SPTC") as part of the Saugus and Ventura Right of Way. The Metro-owned right of way is currently operated by Southern California Regional Rail Authority ("Metrolink") providing commuter train services to the region. Metrolink's Via Princessa Station ("Station") parking lot is owned by the City of Santa Clarita and serves commuter train patrons daily.

DISCUSSION

The Via Princessa Park project is a transformative investment that will provide much-needed recreational amenities, enhanced transit accessibility, and improved environmental sustainability for the City of Santa Clarita. Spanning 34 acres of primarily vacant, city-owned land, the Project will introduce multi-purpose sports fields, pickleball courts, playgrounds, walking paths, shaded gathering spaces, and public art installations, while integrating a regional stormwater infiltration facility to support water conservation and sustainability efforts.

The city-owned Metrolink Station parking lot, originally built as an emergency response to the 1994 Northridge Earthquake, will also undergo significant upgrades to support increased demand and enhance user experience. These improvements include expanding capacity to 424 spaces from 395, adding electric vehicle (EV) charging stations, upgrading lighting and landscaping, and reconfiguring circulation patterns for improved ingress and egress. The Project incorporates a regional stormwater infiltration facility to support long-term environmental sustainability.

Beyond infrastructure improvements, the Project will provide essential recreational opportunities for Santa Clarita's growing population. The park's multi-purpose fields, playgrounds, and open spaces will support community health, youth sports, and outdoor activities, fostering a stronger and more connected community. These amenities will particularly benefit disadvantaged and underserved communities in the surrounding area, ensuring equitable access to high-quality outdoor spaces that promote health and community engagement.

A key component of the Project is the construction of a grade-separated pedestrian and restricted vehicle undercrossing to replace the existing at-grade crossing at the Via Princessa Metrolink Station. This safety enhancement will provide a secure and efficient connection between the station's parking lot and the new park, eliminating conflicts between pedestrians and train operations while improving transit safety and accessibility.

Given the scale and permanence of the Project's infrastructure, a long-term license is necessary to ensure the City's ability to construct, operate, and maintain the undercrossing and associated improvements over their full lifespan. The 45-year term reflects the significant investment required for this major development and provides long-term certainty for both Metro and the City, ensuring the continued operation and public benefit of these improvements.

This Project aligns with Metro's strategic goals by enhancing pedestrian safety, improving transit connectivity, and advancing sustainability efforts. Through a collaborative partnership with the City of Santa Clarita, Metro is supporting a transformative investment that strengthens community infrastructure while fostering a more connected and environmentally resilient region.

DETERMINATION OF SAFETY IMPACT

This Board action will not have a direct impact on safety standards for Metro, but will be a safety enhancement for Metrolink employees and customers.

FINANCIAL IMPACT

There is no adverse financial impact. All proposed improvements to the Metro property will be at the sole cost and expense of the City.

Impact to Budget

This agreement will generate a one-time revenue of $1,500.00 license fee.

EQUITY PLATFORM

The Project is designed to provide equitable access to recreational amenities, environmental benefits, and improved transportation safety for all residents, particularly those in disadvantaged and underserved communities. The Project site is located within a state-designated disadvantaged community, with the adjacent Cordova Estates mobile home community classified as severely disadvantaged. By developing this park, Metro and the City of Santa Clarita are ensuring that residents of all income levels have access to safe, high-quality outdoor spaces, sports fields, and community facilities that promote health, wellness, and social connectivity.

The new Metrolink undercrossing is a critical safety and accessibility improvement, particularly for transit-dependent residents who rely on public transportation. By eliminating the at-grade pedestrian crossing, the Project enhances safe and efficient transit access, benefiting those without personal vehicles and making it easier for residents to connect to jobs, education, and essential services.

Additionally, the park's stormwater infiltration system and environmental restoration efforts will provide long-term sustainability benefits that improve water quality, flood management, and climate resilience-critical factors in historically underserved areas.

By integrating recreational, environmental, and transit-focused improvements, the Project directly supports Metro's commitment to equity, ensuring that all communities, especially those with historically limited access to public investments, receive the same level of infrastructure, safety, and sustainability enhancements.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports administrative activities related to the transit-oriented communities and the development of open space near transit. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals #3 Enhance communities and lives through mobility and access to opportunity; #4 Transform LA County through regional collaboration and national leadership; and #5 Provide responsive, accountable, and trustworthy governance within the

Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the license agreement; however, this is not recommended. The Via Princessa Park project relies on the underpass for safe and efficient access and denying the license could significantly impact Project development and pedestrian safety at the Metrolink station.

Without the undercrossing, pedestrians would continue using the existing at-grade crossing, increasing safety risks due to train and vehicle interactions. Additionally, rejecting the license could delay or prevent planned transit, parking, and traffic circulation improvements, negatively affecting both commuters and park visitors.

NEXT STEPS

Upon approval by the Metro Board of Directors, the License will be finalized and executed by the CEO or their designee after approval as to form by County Counsel.

ATTACHMENTS

Attachment A - Property Location

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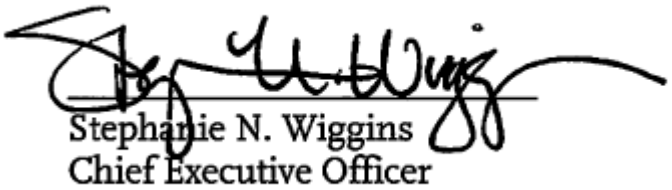
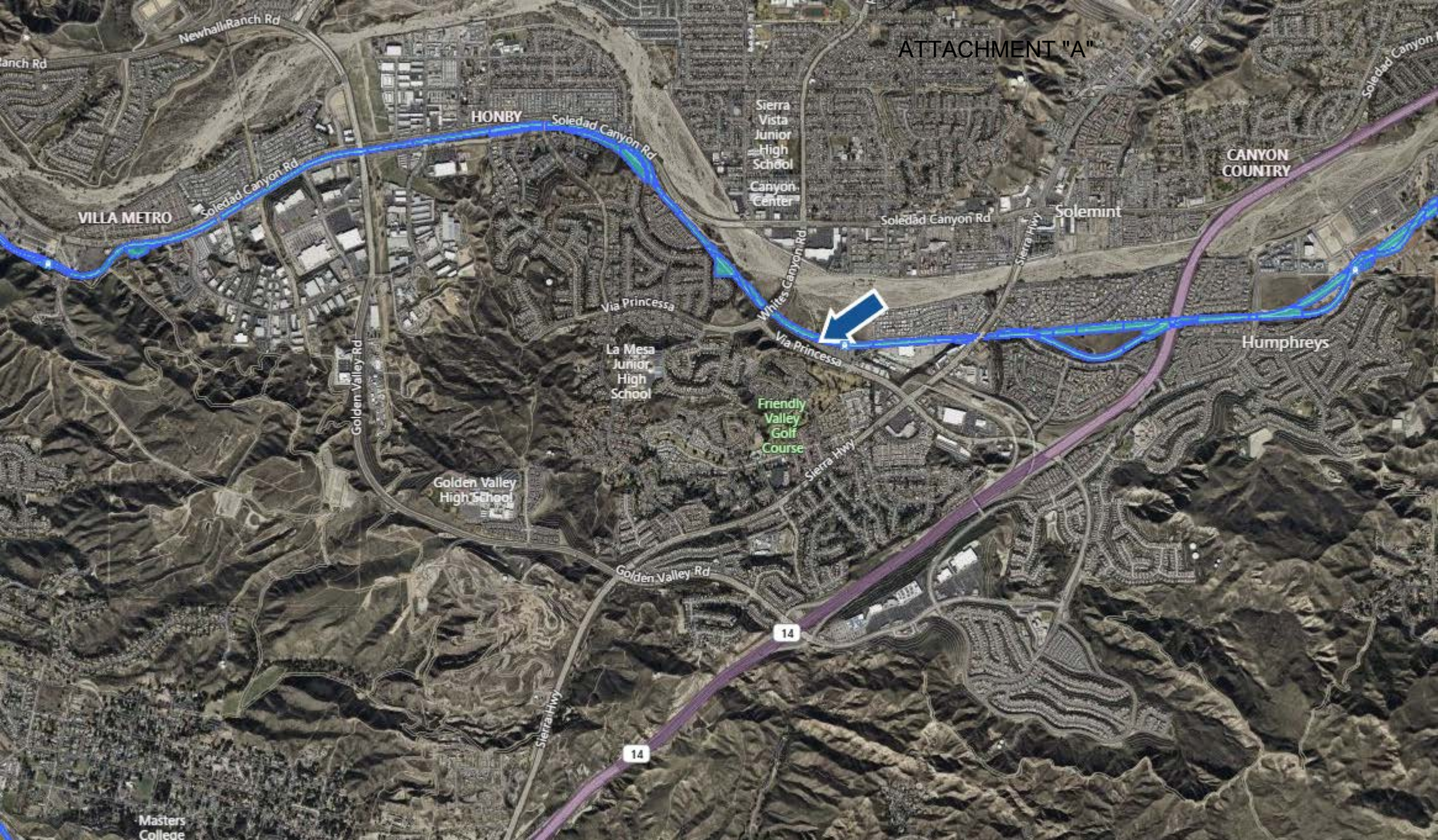
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer


ATTACHMENT "A"
Newhall Ranch Rd
HONBY
Soledad Canyon Rd
Sierra Vista Junior High School
Canyon Center
CANYON COUNTRY
VILLA METRO
Soledad Canyon Rd
Soledad Canyon Rd
Solemint
Sierra Hwy
Whites Canyon Rd
Via Princessa
Via Princessa
Humphreys
La Mesa Junior High School
Golden Valley Rd
Friendly Valley Golf Course
Sierra Hwy
Golden Valley High School
Golden Valley Rd
14
Sierra Hwy
14
Masters College

ATTACHMENT "A"

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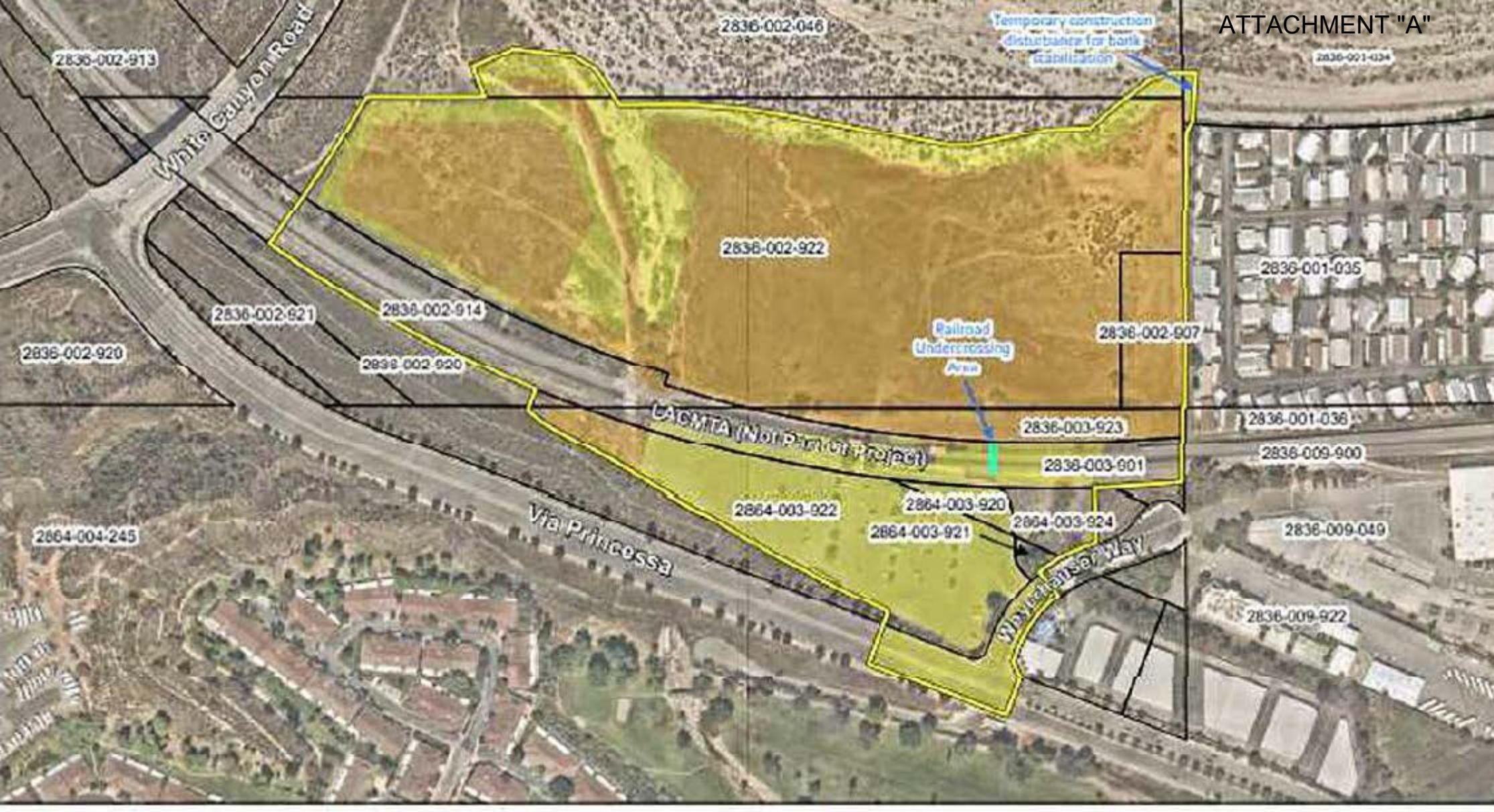

LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

AGENDA ITEM #2025-0112

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FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 17, 2025

LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Recommendation:

AUTHORIZE the Chief Executive Officer (CEO) or their designee, to execute a 45 year license agreement commencing upon May 1, 2025, with the City of Santa Clarita ("City") for a portion of real property located on parcel numbered (APN) 2864-003-901 ("Property") for a one-time administrative fee of $1,500 ("License").

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Property Location

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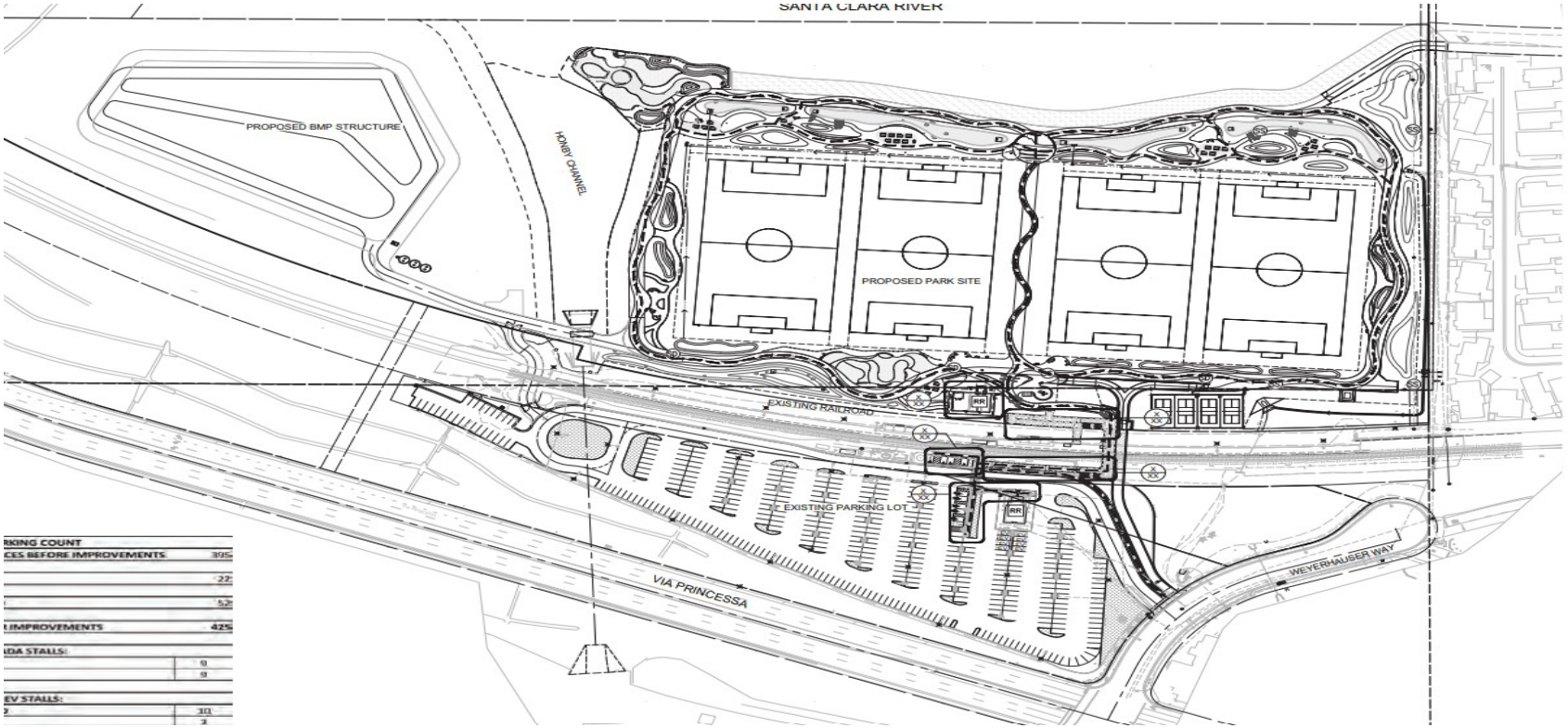
Proposed Santa Clarita City Project



RKING COUNT	
CES BEFORE IMPROVEMENTS	395
	22
	52
IMPROVEMENTS	425
DA STALLS:	
	9
	9
EV STALLS:	
	10
	3

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LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Proposed Santa Clarita City Project Rendering

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Next Steps:

Upon guidance and approval by the Metro Board of Directors, the License will be finalized and executed by the CEO or their designee after approval as to form by County Counsel. The City of Santa Clarita City Council has approved a motion that has delegated authority to the City Manager to immediately execute the necessary license agreement, upon approval of the Metro board.

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Thank you
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