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## CAPITAL IMPROVEMENT PROGRAM 1994-1995

Everyday, the residents of Santa Clarita use the public system of streets, roads, water lines, libraries and parks for their activities. Providing these facilities, although often taken for granted, is a complex and expensive proposition, often requiring long-range planning and extensive financing.

The Capital Improvement Program (CIP) for the City of Santa Clarita provides a bridge between the City's planning and budgeting systems. It emphasizes developing a plan of action to properly maintain the existing infrastructure in a sound physical condition, as well as providing new facilities to support future development and growth. The CIP is a plan for short and long-range capital acquisition and development.

This marks the first year of the City's second Five-Year Capital Improvement Program. The five-year CIP allows for a proactive, long-range view that is essential to capital planning.

The City of Santa Clarita typically finances its capital projects through a combination of general revenues, specific revenues, and other sources. Outlined later in this section are the potential resources that will be used to support the 1994-1995 CIP.

This year's Five Year CIP recommends the construction of improvements in the areas of Beautification & Landscaping, Circulation, Resource Management & Conservation, Facilities & Buildings, Parks & Recreation, Streets & Bridges, and Trails & Transit. The CIP also includes recommendations to implement a portion of the Community Recovery Program, contingent upon the outcome of a public participation process.

This year's recommendation includes 31 projects totaling \$24,058,663. The lack of availability of new funding for the capital improvement program has resulted in a 41% decrease in the City's ability to perform necessary roadway maintenance through the slurry and overlay programs. This maintenance work should be continued in a consistent fashion over time to protect the City's infrastructure investment. Local government funding options for capital improvements have been decreasing for the past several years.

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# CAPITAL PROJECTS 1994-95

## BEAUTIFICATION & LANDSCAPING

### 1. SIERRA HIGHWAY MEDIANS LANDSCAPING

This project includes installation of stamped concrete, landscaping and irrigation on Sierra Highway near Placerita Canyon Road. Developers along Sierra Highway have been conditioned by the City to provide funds for median landscaping.

**Funding Source:**

DEVELOPER CONTRIBUTIONS	<u>\$30,000</u>
<b>Total Budget</b>	<b>\$30,000</b>

### 2. SOLEDAD MEDIANS - PHASE III

Design and construction of raised medians on Soledad Canyon Road between Sand Canyon Road and Shadow Pines Boulevard. Improvements include stamped concrete, landscaping and irrigation. This project is consistent with the City's beautification goals and mitigation for the widening of Soledad Canyon Road.

**Funding Source:**

TDA Article 8	\$200,000
PFA Bond	<u>550,000</u>
<b>Total Budget</b>	<b>\$750,000</b>

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## CIRCULATION

### 3. LYONS AVENUE SIGNAL INTERCONNECT

Interconnecting the signals along Lyons Avenue from interstate 5 to San Fernando Road will require placement of underground cable in the roadway between each traffic signal. This project will improve traffic flow on Lyons Avenue significantly. This project implements the City's signal interconnection master plan.

#### Funding Source:

TDA Article 8	\$156,000
MTA Grant	<u>233,000</u>
<b>Total Budget</b>	<b>\$389,000</b>

### 4. MEDIAN MODIFICATIONS

This project includes median modifications on Orchard Village Road at Lyons Avenue and construction of medians on Peachland Avenue at Lyons Avenue and Apple Street at Lyons Avenue. The construction and modifications of medians on Lyons Avenue will provide for a more efficient traffic flow by reducing traffic congestion, making safer turning lanes and restricting illegal traffic patterns.

#### Funding Source:

TDA Article 8	<u>\$100,000</u>
<b>Total Budget</b>	<b>\$100,000</b>

### 5. SIERRA HIGHWAY RESTRIPE

Restripe Sierra Highway from four to six lanes from San Fernando Road to Soledad Canyon Road. Sierra Highway is a major regional corridor paralleling State Route 14 which is in the CMP network and is one of MTA's congestion corridors. This project will reduce congestion, reduce commuting travel time, increase the rideshare mode split and will improve air quality.

#### Funding Source:

Prop. C Grant	\$328,000
TDA Article 8	<u>110,000</u>
<b>Total Budget</b>	<b>\$438,000</b>

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6. **SOLEDAD SIGNAL INTERCONNECT - PHASE I**

Interconnecting the signals along Soledad Canyon Road between Bouquet Canyon Road and Langside Avenue will require the placement of cable in the roadway between each traffic signal. The signals will be coordinated to improve the efficiency of traffic flow. Traffic conditions on Soledad Canyon Road will improve significantly as a result of the interconnection. This project is part of the City's signal interconnection master plan.

**Funding Source:**

MTA Grant	\$168,200
PFA Bond	<u>\$121,800</u>
<b>Total Budget</b>	<b>\$290,000</b>

7. **SOLEDAD SIGNAL INTERCONNECT - PHASE II**

Interconnect all traffic signals on Soledad Canyon Road from Bouquet Canyon Road to Sierra Highway. The corridor provides east-west access to residential areas, the business center of Santa Clarita and the Metrolink Station. This project will reduce travel time on the corridor, increase the rideshare mode split and improve air quality.

**Funding Source:**

MTA Grant	\$205,000
TDA Article 8	<u>69,000</u>
<b>Total Budget</b>	<b>\$274,000</b>

8. **VALENCIA/SOLEDAD RESTRIPE TO BRIDGE**

This project involves road widening, median modifications, signal installations, bridge widening and restriping on Soledad Canyon Road from Bouquet Canyon Road to Sand Canyon Road.

**Funding Source:**

MTA Grant	\$175,000
PFA Bond	<u>175,000</u>
<b>Total Budget</b>	<b>\$350,000</b>

## RESOURCE MANAGEMENT & CONSERVATION

### 9. WETLANDS/RIPARIAN ACQUISITION

This project includes the acquisition and preservation of wetland and riparian habitat within the City of Santa Clarita. Note: This project requires 50 percent City match. The preservation of open space, wetlands and habitat areas are identified in the City's General Plan and the adopted Santa Clara River Study.

#### Funding Source:

Habitat Conservation Fund	<u>\$769,000</u>
<b>Total Budget</b>	<b>\$769,000</b>

## FACILITIES & BUILDINGS

### 10. CITY YARD REMODEL - PHASE II

This second phase of a three-phase effort to remodel the City Yard facility will provide additional and upgrades to existing transit, office space, an automated vehicle washing station and the installation of new fuel tanks. The current facility is not able to provide needed facilities for transit administration and vehicle maintenance and operational activities

#### Funding Source:

Prop C Grant	\$ 90,000
ISTEA	<u>410,000</u>
<b>Total Budget</b>	<b>\$500,000</b>

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## PARKS & RECREATION

### 11. NORTH OAKS PLAY AREA

This project includes the removal of the children's play area at North Oaks Park and the construction of a new play area. Other amenities around the play area which may be addressed include facilities for teens and parking enhancements. The existing play area has older equipment which needs to be replaced to better meet the City's safety requirements and the needs of the local community.

**Funding Source:**

Prop A/Safe Park	<u>\$180,000</u>
<b>Total Budget</b>	<b>\$180,000</b>

### 12. SANTA CLARA RIVER PARK

This project may include the following: acquisition, design and development of a river park in or along the Santa Clara River corridor. The project cost estimate below reflects allocating a percentage of funds toward construction, depending on site selection, all funds may be used for acquisition. This project is one of the major elements identified in the adopted Santa Clara River study.

**Funding Source:**

Prop A-Project Specific	<u>\$900,000</u>
<b>Total Budget</b>	<b>\$900,000</b>

### 13. SPORT COURT REHABILITATION

This project will include the repair and improvement of the City's sport facility throughout the park system. Most of the City's facilities were inherited from the Count of Los Angeles in need of repair and improvements. This project will assist the City in improving the sport courts to meet City standards.

**Funding Source:**

Prop A/ Safe Parks	<u>\$40,000</u>
<b>Total Budget</b>	<b>\$40,000</b>

## STREETS & BRIDGES

### 14. ANNUAL OVERLAY PROGRAM

The Annual Overlay Program reflects the implementation of the City's commitment to sound management of the roadway infrastructure. Streets will be selected based on recommendations from the City's pavement management survey and field inspections. This effort will provide for the long-term viability of the City street infrastructure.

**Funding Source:**

TDA Article 8 - FY '93-'94 Program (Continuation)	\$1,090,000
PFA Bond - FY '94-'95 Program	<u>490,000</u>
<b>Total Budget</b>	<b>\$1,580,000</b>

### 15. ANNUAL SLURRY PROGRAM

The City's Annual Slurry Seal Program is an integral Part of the City's Pavement Management Program. The continued timely application of the slurry corrects surface distress, thus increasing pavement life. Maintains the quality and visibility of the City's street infrastructure investment.

**Funding Source:**

TDA Article 8 - FY '93-'94 Program (Continuation)	\$1,000,000
TDA Article 8 - FY '94-'95 Program	<u>\$600,000</u>
<b>Total Budget</b>	<b>\$1,600,000</b>

### 16. CAMP PLENTY BRIDGE WIDENING

This project involves widening the bridge over the Santa Clara River on Soledad Canyon Road at Camp Plenty to six travel lanes. Relieve traffic congestion on Soledad Canyon Road. A bottleneck condition currently exists at the bridge where it narrows from three to two lanes each way.

**Funding Source:**

PFA Bond	<u>\$300,000</u>
<b>Total Budget</b>	<b>\$300,000</b>



17. **SAN FERNANDO ROAD WIDENING - PHASE I**

This project widens San Fernando Road from Lyons Avenue to Placerita Creek. Construction elements include the installation of curb, gutter, sidewalk, traffic signal and traffic signal modification. Provides for a north-south travel route within the City limits.

**Funding Source:**

TDA Article 8	<u>\$1,365,000</u>
<b>Total Budget</b>	<b>\$1,365,000</b>

18. **SAN FERNANDO ROAD WIDENING - PHASE II**

This project provides for the widening and realignment of San Fernando Road from Magic Mountain Parkway to Drayton Street. Construction elements consist of road widening, curb, gutter, sidewalk installation and restriping as required. Provides for proper north-south route travel within the City limits in the most efficient manner possible.

**Funding Source:**

County Aid to Cities	\$ 318,000
TDA Article 8	<u>1,139,000</u>
<b>Total Budget</b>	<b>\$1,457,000</b>

19. **SAN FERNANDO ROAD WIDENING - PHASE III/IV**

This project will widen San Fernando Road from Placerita Creek to Drayton Street. Construction elements consist of road widening, curb, gutter, sidewalk installation and restriping as required. Provides for proper north/south route travel within the City limits in the most efficient manner possible.

**Funding Source:**

TDA Article 8	\$2,511,850
MTA Grant	<u>45,668</u>
<b>Total Budget</b>	<b>\$2,557,518</b>

20. **SAN FERNANDO ROAD WIDENING - PHASE V**

Widening of Magic Mountain Parkway to major highway standards. This project includes street widening, curb, gutter, sidewalk and pavement improvements as well as modifications to the Santa Clara River South Fork Bridge. Magic Mountain Parkway is part of the state highway system. Current traffic data indicates that the roadway capacity is insufficient to meet demand. Bringing the roadway up to a major roadway standards will satisfy current and future traffic circulation needs of the City.

**Funding Source:**

Caltrans	\$5,700,000
Developer	<u>250,000</u>
<b>Total Budget</b>	<b>\$5,950,000</b>

21. **SAN FERNANDO ROAD UNDERGROUNDING - PHASE I**

This project involves the placement of overhead utilities underground from Lyons Avenue to Placerita Creek. Consistent with City of Santa Clarita's beautification efforts.

**Funding Source:**

General Fund	\$121,942
TDA Article 8	<u>208,058</u>
<b>Total Budget</b>	<b>\$330,000</b>

22. **SIDEWALK INSTALLATION - CANYON COUNTRY PARK TO KENROY AVENUE**

This project involves construction of a sidewalk along the north side of Soledad Canyon Road from the entrance to Canyon Country Park to Kenroy Avenue. Work includes the construction of sidewalks, wheelchair ramps, drainage improvements and street lighting. This project is needed to provide safe, lighted pedestrian access to Canyon Country Park. The project will also improve circulation on Soledad Canyon Road.

**Funding Source:**

TDA Article 8	<u>\$47,145</u>
<b>Total Budget</b>	<b>\$47,145</b>

23. **VIA PRINCESSA EXTENSION - PHASE I**

This first phase of the Via Princessa Extension project includes feasibility studies addressing potential alignments for the City's new east-west roadway. This phase also includes environmental documentation, assessment district establishment and right-of-way engineering. This phase is a necessary first step toward providing a solution to the severe east-west traffic congestion within the City.

**Funding Source:**

TDA Article 8	\$140,000
Proposition A	<u>140,000</u>
<b>Total Budget</b>	<b>\$280,000</b>

24. **WILEY CANYON ROAD ALIGNMENT STUDY**

This study would identify options to realign and widen Wiley Canyon Road between Lyons Avenue and Calgrove Boulevard. Elements under consideration would include street widening, curb, gutter, pavement improvements and restriping as needed. This study is needed to determine feasibility of road realignment. A future CIP project is currently proposed but unfunded.

**Funding Source:**

TDA Article 8	<u>\$60,000</u>
<b>Total Budget</b>	<b>\$60,000</b>

**TRAILS & TRANSIT**

25. **BOUQUET CANYON TRAIL - PHASE I**

Right-of-way acquisition, design and construction of a Class I trail in the general location of Bouquet Canyon Road from approximately Espuella Drive to the north City limits.

**Funding Source:**

Proposition C - Grant (Cycle I)	\$330,000
Developer	<u>100,000</u> 99012
<b>Total Budget</b>	<b>\$430,000</b>

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26. **CHUCK PONTIUS/COMMUTER RAIL TRAIL**

Acquisition, design and construction of Class I bicycle/pedestrian facility connecting the Santa Clara River Trail near Soledad Canyon Bridge to the Metrolink Station generally following the railroad corridor. Utilizing non-motorized transportation opportunities to provide access to major transportation centers is part of the City's overall trail program goals

**Funding Source:**

Prop. C (Cycle I)	<u>\$560,000</u>
<b>Total Budget</b>	<b>\$560,000</b>

27. **METROLINK IMPROVEMENTS - PHASE II**

Phase II includes the upgrade of the facility to include landscaping, retaining wall, restroom upgrade & new security building. Also included is a complete security system. This construction effort is needed to meet the needs of the City's expanding transit operations.

**Funding Source:**

Prop. C	\$125,000
ISTEA	<u>500,000</u>
	<b>\$625,000</b>

28. **SANTA CLARA RIVER TRAIL - PHASE II**

Acquisition, design and construction of a Class I bicycle/pedestrian facility on the north side of the Santa Clara River between Sierra Highway eastward to Lost Canyon Road. the Santa Clara River Trail is a regional trail identified in the City's General Plan and is a major component of the Santa Clara River study.

**Funding Source:**

Prop. C	\$875,000
PFA	<u>\$125,000</u>
<b>Total Budget</b>	<b>\$1,000,000</b>

29. **SANTA CLARA RIVER TRAIL - PHASE III**

Acquisition, design and construction of a Class I bicycle/pedestrian facility within the Santa Clara River corridor. The Santa Clara River Trail is a regional trail identified in the City's General Plan and is a major component of the adopted Santa Clara River study.

**Funding Source:**

Prop. 116 (Cycle 2)	<u>\$250,000</u>
<b>Total Budget</b>	<b>\$250,000</b>

30. **SOLEDAD BRIDGE BIKEWAY**

This project includes right-of-way, design and construction of a connector interchange on and adjacent to the Soledad Canyon Road bridge connecting the Santa Clara River Trail and the Commuter Rail Trail. This project links the regional Santa Clara River Trail with the Commuter Rail Trail to provide commuter access to the Metrolink Station.

**Funding Source:**

Proposition C (Cycle 2)	<u>\$557,000</u>
<b>Total Budget</b>	<b>\$557,000</b>

31. **SOUTH FORK TRAIL - PHASE IV**

Right-of-way, design and construction of a bicycle and pedestrian trail along the west side of the South Fork River channel from Magic Mountain Parkway to McBean Parkway. The South Fork Trail is part of the backbone of the City's trail system. It is identified in the City's General Plan and was adopted as a part of the Santa Clara River study.

**Funding Source:**

Prop. A - Safe Park	<u>\$100,000</u>
<b>Total Budget</b>	<b>\$100,000</b>

<b>TOTAL 1994-95 CAPITAL PROJECTS</b>	<b><u>\$24,058,663</u></b>
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