

**Lyons Avenue/Dockweiler Road Extension Project
Draft Environmental Impact Report**

**Appendix B
Public and Agency Comment Letters on the NOP**

SUMMARY OF RESPONSE LETTERS TO THE NOTICE OF PREPARATION

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns
State Agencies																		
1. State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit Scott Morgan, Director 1400 10 th Street P.O. Box 3044 Sacramento, CA 95812 Date: August 5, 2013			■	■	■									■		■	■	<ul style="list-style-type: none"> • No comment • NOP distribution list of reviewing agencies
2. State of California Native American Heritage Commission Dave Singleton, Program Analyst 1550 Harbor Boulevard West Sacramento, CA 95691 Date: August 20, 2013					■													

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>3. State of California Natural Resources Agency Department of Fish and Wildlife South Coast Region Betty Courtney Environmental Program Manager 3883 Ruffin Road San Diego, CA 92123 Date: September 6, 2013</p>				■															
<p>4. State of California Public Utilities Commission Ken Chiang, P.E. Utilities Engineer Rail Crossings Engineering Section; Safety and Enforcement Division 320 West 4th Street, Suite 500 Los Angeles, CA 90013 Date: August 29, 2013</p>																■			

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>Local Agencies</p>																			
<p>5. County of Los Angeles Chief Executive Office Kenneth Hahn Hall of Administration Rita L. Robinson, Deputy Chief Executive Officer, Community Services Cluster 500 West Temple Street, Room 713, Los Angeles, CA 90012 Date: September 3, 2013</p>									■					■			■	■	
<p>6. Metropolitan Transportation Authority Nick Saponara, CEQA Review Manager, Countywide Planning One Gateway Plaza Los Angeles, CA 90012 Date: September 3, 2013</p>																	■		

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>7. Southern California Gas Company John Curran Planning Associate North Region Technical Services 9400 Oakdale Avenue Chatsworth, CA 91311 (Mailing Address: P.O. Box 2300 Chatsworth, CA 91313) Date: August 13, 2013</p>																			
<p>8. Southern California Regional Rail Authority Metrolink William Doran, PE Director, Engineering and Construction One Gateway Plaza, 12th Floor Los Angeles, CA 90012 (Mailing Address: P.O. Box 531776 Los Angeles, CA 90053) Date: September 4, 2013</p>																			
<p>Organizations</p>																			

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>9. Eclipse Farms Julie Conner-Daniels 24808 Aden Avenue, 21333 Oak Orchard Road and 24730 Hacienda Lane Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> • Opposes project • Disliked format of NOP meeting • Concerns over financing of the project • Concerns over purpose of project • Concerns over benefits of the project to residents
<p>10. Golden Oaks Apartments Larry L. Bird 24877-109 Walnut Street Newhall, CA 91321 Date: August 27, 2013</p>										■									<ul style="list-style-type: none"> • Opposes project • Concerns over the preservation of Old Town Newhall
<p>11. New Life in His Presence Church Erika Pulido 24346 Main Street Newhall, CA 91321 Date: N/A</p>																			<ul style="list-style-type: none"> • No Comment

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>12. PCPOA Mary Duitsman 22120 Placerita Canyon Newhall, CA 91321 Date: August 21, 2013</p>									■	■									<ul style="list-style-type: none"> Concerns about special interests
<p>13. SCOPE Lynne Plambeck, President Carmillis Noltemeyer, Board Member PO Box 1182 Santa Clarita, CA 91386 Date: September 1, 2013</p>			■	■			■					■							<ul style="list-style-type: none"> Piece-Mealing of CEQA
<p>14. Valencia Vista HOA Board Jim Abernethy 24451 Leonard Tree Lane Newhall, CA 91321 Date: August 21, 2013</p>	■		■							■									
<p>15. Veterans of Placerita Canyon through Prayer Angels for the Military, Inc. Suzon Gerstel and Dale Gerstel 21609 Oak Orchard Road Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> Disliked format of NOP meeting Inadequate representation of organization Concern about preservation of neighborhood character

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns	
Individuals																			
16. Edna Adams 19825 Ermine Street Canyon Country, CA 91351 Date: August 3, 2013																			<ul style="list-style-type: none"> • Add to mailing list
17. Randall and Renée Berglund 21556 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013				■					■		■						■		<ul style="list-style-type: none"> • Opposes project • Concerns over financing of the project
18. Mark Berlinger 21605 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013																			<ul style="list-style-type: none"> • Disliked format of NOP meeting • Opposes project
19. Rhonda Berlinger 21605 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013														■			■		<ul style="list-style-type: none"> • Opposes project
20. Christian Bouyer 24919 Alderbrook Drive Newhall, CA 91321 Date: August 21, 2013																	■		<ul style="list-style-type: none"> • Concerns over financing of the project • Concerns over purpose of project

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns		
21. Mitch Bruckner 24814 Horseshoe Lane Newhall, CA 91321 Date: August 21, 2013									■										<ul style="list-style-type: none"> • Opposes project 	
22. Terry Carberry 24325 Main Street Newhall, CA 91321 Date: August 3, 2013																				<ul style="list-style-type: none"> • No comment
23. Sandra Cattell 21648 Oak Orchard Road, Newhall, CA 91321 Date: September 3, 2013	■			■					■			■								<ul style="list-style-type: none"> • Opposes project • Concern about preservation of neighborhood character
24. Linda Clark Placerita Canyon Newhall, CA 91321 Date: August 21, 2013																				<ul style="list-style-type: none"> • Opposes project
25. Darrell Clarke 24804 Parchman Avenue Newhall, CA 91321 Date: September 3, 2013	■																			<ul style="list-style-type: none"> • Opposes project
26. Jenifer Costin 23830 Evans Avenue Newhall CA 91321 Date: August 21, 2013																				<ul style="list-style-type: none"> • Opposes project • Concerns over purpose of project

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns
27. Charles and Mary Jo Haendle 21035 Placeritos Boulevard Newhall, CA 91321 Date: August 26, 2013																		<ul style="list-style-type: none"> • Opposes project • Concerns over purpose of project • Concerns over financing of the project
28. Bill and Suzy Hannd 21161 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013																		<ul style="list-style-type: none"> • Opposes project
29. Richard Hart 17827 Ridgeway Road Granada Hills, CA 91344 Date: August 5, 2013																		<ul style="list-style-type: none"> • Requesting copy of NOP
30. Paul Hazard 24637 Aden Avenue Newhall, CA 91321 Date: September 18, 2013																		<ul style="list-style-type: none"> • No comment
31. Steve Howard 24524 Aden Avenue Newhall, CA 91321 Date: August 21, 2013												■						<ul style="list-style-type: none"> • Opposes project • Concerns over home values
32. Ann Jones 24855 Quigley Canyon Road Newhall, CA 91321 Date August, 21, 2013												■						<ul style="list-style-type: none"> • Opposes project • Concern about preservation of neighborhood character

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>33. Olga Kaczmar 24979 Alderbrook Drive Newhall, CA 91321 Date: August 21, 2013</p>									■										<ul style="list-style-type: none"> • Concern about preservation of neighborhood character
<p>34. Andrew Kim 24412 Leonard Tree Lane #203 Santa Clarita CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> • No comment
<p>35. Catherine Kim 24412 Leonard Tree Lane #203 Santa Clarita CA 91321 Date: August 21, 2013</p>																			
<p>36. Mary Frances Larson 21820 Placeritos Boulevard Newhall, CA 91321 Date: August 21, 2013</p>																			
<p>37. Eugene Leary 21236 Simay Lane Newhall, CA 91321 Date: August 21, 2013</p>	■		■	■		■			■			■							<ul style="list-style-type: none"> • Concern about preservation of neighborhood character • Disliked format of NOP meeting
<p>38. Robert G. Leemon 21231 Simay Lane Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> • Concerns over purpose of project

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns	
39. Nanette Meister 21550 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013																			<ul style="list-style-type: none"> • Opposes project
40. Ron and Carolynne Mendell 24834 Meadview Avenue Newhall, CA 91321 Date: August 21, 2013																■			
41. Patricia Mills 24824 Quigley Canyon Road Newhall, CA 91321 Date: August 21, 2013																			<ul style="list-style-type: none"> • Opposes project
42. Devin Taylor Otte and Colleen Otte 24485 Valle Del Oro #205 Newhall, CA 91321 Date: August 21, 2013																■			<ul style="list-style-type: none"> • Opposes project • Concerns over financing of the project
43. Colleen Otte 24485 Valle Del Oro #205 Newhall, CA 91321 Date: August 21, 2013	■		■	■		■				■		■							<ul style="list-style-type: none"> • Opposes project

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>44. Réal and Barbara Paradise Placerita Canyon Homeowners 22176 Placeritos Boulevard Newhall, CA 91321 Date: August 21, 2013</p>																			
<p>45. Kelly Phen 24736 Oak Creek Avenue Newhall, CA 91321 Date: August 21, 2013</p>	■									■									<ul style="list-style-type: none"> • Opposes project • Concerns over financing of the project • Concern about preservation of neighborhood character • Disliked format of NOP meeting
<p>46. Linda Redmond 21107 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> • Concerns over purpose of project • Opposes project
<p>47. Mike Redmond Date: August 21, 2013</p>																			<ul style="list-style-type: none"> • Concerns over financing of the project
<p>48. Donald J Rendall 21926 Placeritos Boulevard Newhall, CA 91321 Date: August 23, 2013</p>																■	■		<ul style="list-style-type: none"> • Proposes the project explore additional alternatives

<p>SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT</p>	<p>I. Aesthetics</p>	<p>II. Agricultural Resources</p>	<p>III. Air Quality</p>	<p>IV. Biological Resources</p>	<p>V. Cultural Resources</p>	<p>VI. Geology and Soils</p>	<p>VII. Greenhouse Gas Emissions</p>	<p>VIII. Hazardous Materials</p>	<p>IX. Hydrology and Water Quality</p>	<p>X. Land Use Planning</p>	<p>XI. Mineral Resources</p>	<p>XII. Noise</p>	<p>XIII. Population and Housing</p>	<p>XIV. Public Services</p>	<p>XV. Recreation</p>	<p>XVI. Transportation/Circulation</p>	<p>XVII. Utilities</p>	<p>Other Comments and Concerns</p>	
<p>49. Michael Round 21637 Oak Orchard Road Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> Concerns over existing living and property conditions
<p>50. José Rubio 24412 Leonard Tree Lane #204 Newhall, CA 91321 Date: August 21, 2013</p>																			
<p>51. Valerie Thomas PO Box 220907 Newhall, CA 91322 Date: August 21, 2013</p>	■	■	■	■	■	■		■	■	■	■	■	■	■	■	■	■	■	
<p>52. Jim Visner 21307 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013</p>																			<ul style="list-style-type: none"> Opposes project Disliked format of NOP meeting Concern about preservation of neighborhood character Concerns over special interests

SUMMARY OF NOP COMMENT LETTERS DOCKWEILER EXTENSION PROJECT ENVIRONMENTAL IMPACT REPORT	I. Aesthetics	II. Agricultural Resources	III. Air Quality	IV. Biological Resources	V. Cultural Resources	VI. Geology and Soils	VII. Greenhouse Gas Emissions	VIII. Hazardous Materials	IX. Hydrology and Water Quality	X. Land Use Planning	XI. Mineral Resources	XII. Noise	XIII. Population and Housing	XIV. Public Services	XV. Recreation	XVI. Transportation/Circulation	XVII. Utilities	Other Comments and Concerns	
53. Julie Visner 21307 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013			■					■											<ul style="list-style-type: none"> • Opposes project • Concerns over financing of the project • Concern about preservation of neighborhood character • Disliked format of NOP meeting Concerns over special interests
54. Tom Walsh 21309 Eucalyptus Way #201 Newhall, CA 91321 Date: August 21, 2013																			
55. Jong Yoon 22011 Placerita Canyon Road Newhall, CA 91321 Date: August 21, 2013																			<ul style="list-style-type: none"> • In support of alternative one

Source: Parker Environmental Consultants, September 2013.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

August 5, 2013

To: Reviewing Agencies
Re: Lyons Avenue/Dockweiler Drive Extension Project
SCH# 2013082016

Attached for your review and comment is the Notice of Preparation (NOP) for the Lyons Avenue/Dockweiler Drive Extension Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mike Hennewy
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013082016
Project Title Lyons Avenue/Dockweiler Drive Extension Project
Lead Agency Santa Clarita, City of

Type NOP Notice of Preparation
Description The Lyons Avenue and Dockweiler Drive extension includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive. The Project will include re-profiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad grade crossing. The City anticipates the Project may also include the potential upgrade or closure of an at-grade crossing at the intersection of Railroad Avenue and 13 Street.

Lead Agency Contact

Name Mike Hennewy
Agency City of Santa Clarita
Phone 661 286 4056 **Fax**
email
Address 23920 Valencia Boulevard
City Santa Clarita **State** CA **Zip** 91355

Project Location

County Los Angeles
City Santa Clarita
Region
Cross Streets Railroad Avenue and Lyons Avenue
Lat / Long 34° 22' 54.46" N / 118° 31' 43.08" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 5, 14
Airports No
Railways MTA/Amtrak/BNSF
Waterways Newhall Creek
Schools Newhall, William S Hart
Land Use Specific Plan (SP) and Mixed Use Neighborhood

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received 08/05/2013 **Start of Review** 08/05/2013 **End of Review** 09/03/2013

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # **2013082016**

Project Title: Lyons Avenue/Dockweiler Drive Extension Project

Lead Agency: City of Santa Clarita Contact Person: Mike Hennewy, City Engineer
Mailing Address: 23920 Valencia Boulevard Phone: (661) 286-4056
City: Santa Clarita Zip: 91355 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Santa Clarita (Newhall Area)
Cross Streets: Railroad Avenue and Lyons Avenue Zip Code: 91321
Longitude/Latitude (degrees, minutes and seconds): 34 ° 22 ' 55.46" N / 118 ° 31 ' 43.08" W Total Acres: 9.86
Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
Within 2 Miles: State Hwy #: 5, 14 Waterways: Newhall Creek
Airports: none Railways: MTA/Amtrak/BNSF Schools: Newhall, William S Hart

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____

RECEIVED

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Roadway Extension

AUG 05 2013

STATE CLEARINGHOUSE

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type Roadway Extension w/RR Crossing
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW
 Educational: _____ Waste Treatment: Type _____ MGD
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Specific Plan (SP) and Mixed Use Neighborhood (MXN)

Project Description: (please use a separate page if necessary)
The Lyons Avenue and Dockweiler Drive extension includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive. The Project will include re-profiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad grade crossing east of Railroad Avenue. The new Lyons Avenue railroad grade crossing will improve traffic movements and safety at the railroad crossing. The City anticipates the Project may also include the potential upgrade or closure of an at-grade crossing at the intersection of Railroad Avenue and 13 Street.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
Nicole Wong
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Elizabeth Carpenter
- California Energy Commission
Eric Knight
- Cal Fire
Dan Foster
- Central Valley Flood Protection Board
James Herota
- Office of Historic Preservation
Ron Parsons
- Dept of Parks & Recreation
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Agency
Nadell Gayou
- Delta Stewardship Council
Kevan Samsam
- Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division
- Fish & Wildlife Region 1
Donald Koch
- Fish & Wildlife Region 1E
Laurie Hamsberger
- Fish & Wildlife Region 2
Jeff Dronngesen
- Fish & Wildlife Region 3
Charles Armor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Read
Habitat Conservation Program
- Fish & Wildlife Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M
Brad Henderson
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M
George Isaac
Marine Region
- Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- Dept. of General Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Dept. of Public Health
Jeffery Worth
Dept. of Health/Drinking Water
- Delta Stewardship Council
Kevan Samsam

- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Leo Wong
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques
- Business, Trans & Housing
 Caltrans - Division of Aeronautics
Philip Crimmins
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects
- Housing & Community Development
CEQA Coordinator
Housing Policy Division
- Dept. of Transportation
 Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Gary Arnold
- Caltrans, District 4
Erik Alm
- Caltrans, District 5
David Murray
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator

- Caltrans, District 8
Dan Koputsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Marlon Regisford
- Cal EPA
 Air Resources Board
Airport/Energy Projects
Jim Lerner
- Transportation Projects
Douglas Ito
- Industrial Projects
Mike Tollstrup
- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control Board
Victorville Branch Office
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator
- Other

Independent Commissions, Boards

- Delta Protection Commission
Michael Machado
- Cal EMA (Emergency Management Agency)
Dennis Castrillo

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other
- Conservancy

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net

August 20, 2013

Mr. Mike Hennewy, City Engineer

City of Santa Clarita

23920 Valencia Boulevard
Santa Clarita, CA 91355

RE: SCH#2013082016 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the “**Lyons Avenue/Dockweiler Drive Extension Project;**” located in the City of Santa Clarita; Los Angeles County, California

Dear Mr. Hennewy:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s). The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a

separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Los Angeles County
August 20, 2013**

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes9@msn.com
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Fernandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
Larry Ortega, Chairperson
1019 - 2nd Street, Suite #1
San Fernando CA 91340
(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes
6471 Cornell Circle
Moorpark, CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles, CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
115 Radio Street
Bakersfield, CA 93305
deedominguez@juno.com
(626) 339-6785

Yowlumne
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013082016; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Lyons Avenue/Dockweiler Drive Extension Project; located in the City of Santa Clarita; Los Angeles County, California.



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



September 6, 2013

Mr. Mike Hennawy, Senior Engineer
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355
MHennawy@Santa-Clarita.com

Subject: Notice of Preparation for an Environment Impact Report and Public Scoping Meeting for the Proposed Lyons Avenue /Dockweiler Drive Extension Project, City of Santa Clarita, Los Angeles County

Dear Mr. Hennawy:

The California Department of Fish and Wildlife (Department) has received the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the proposed Lyons Avenue / Dockweiler Drive Extension Project (project). The project is located at the eastern terminus of Lyons Avenue in the City of Santa Clarita and includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive at the Master's College site. The project will include re-profiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new railroad grade crossing east of Railroad Avenue. The project area encompasses portions of Newhall Creek and would include the construction of a structural bridge crossing over Newhall Creek.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code (Fish & G. Code, §§ 711.7, subd. (a); 1802.). The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA) (See generally Pub. Resources Code, §§ 21070; 21080.4.). Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA (*Pub. Resources Code*, § 21069.).

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Santa Clarita to minimize impacts to fish and wildlife resources with a focus on these stressors. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.

To enable Department staff to adequately review and comment on the proposed project the Department recommends the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:

Conserving California's Wildlife Since 1870

butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. § 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

- e. Active Breeding and/or Nest. If the nesting season cannot be avoided and construction or vegetation removal occurs between March 1st to September 15th (January 1st to July 31st for raptors), the Permittee will do one of the following to avoid and minimize impacts to nesting birds¹;

1) Implement default 300 foot minimum avoidance buffers for all passerine birds and 500 foot minimum avoidance buffer for all raptors species. The breeding habitat/nest site shall be fenced and/or flagged in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project².

2) Develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to lead agency for review and the Department. The Plan should include detailed methodologies and definitions to enable a Department qualified avian biologist to monitor and implement nest-specific buffers based upon the life history of the individual species; species sensitivity to noise, vibration, and general disturbance; individual bird behavior; current site condition (screening topography, vegetation, etcetera), ambient levels of activities; and the various project-related activities necessary to construction the project. . This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to the Lead Agency and the Department at the end of each week.

3) The Permittee may propose an alternative plan for avoidance of nesting birds for the lead agencies concurrence and the Department review.

- f. Impacts from project activities that will result in disturbances to habitat that may provide maternity roosts for bats (e.g., tree cavities, under loose bark, buildings), should occur outside of the bat breeding season which generally runs from March 1-August 31. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish and Game Code § 4150, California Code of Regulations, § 251.1). Several bat species are also considered special status species and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines 15065).

¹ Qualified avian biologist shall establish the necessary buffers to avoid take of nest as defined in FGC 3503 and 3503.5.

² NOTE: Buffer area may be increased if any endangered, threatened, or CDFW species of special concern are identified during protocol or pre-construction presence/absence surveys.

maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.

- a. The Department also has regulatory authority with regard to activities occurring in streams or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the project's environmental impact report could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own analysis, as Lead Agency for subsequent or supplemental analysis for the project.

Thank you for this opportunity to provide comments. Please contact Mr. Dan Blankenship Senior Environmental Scientist (Specialist) at (661) 259-3750 or Daniel.Blankenship@wildlife.ca.gov if you should have any questions and for further coordination on the proposed project.

Sincerely,



Betty Courtney
Environmental Program Manager
South Coast Region

ec: Ms. Betty Courtney, CDFW, Santa Clarita
Mr. Dan Blankenship, CDFW, Santa Clarita
Mr. Jeff Humble, CDFW, Ventura
State Clearinghouse, Sacramento

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



August 29, 2013

Mike Hennewy
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Dear Mr. Hennewy:

Re: SCH 2013082016 Santa Clarita Lyons Avenue and Dockweller Drive Extension Project NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of rail crossings in California. The Commission's Rail Crossings Engineering Section (RCES) has received a copy of the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed City of Santa Clarita (City) Lyons Avenue and Dockweller Drive Extension project.

The proposed project includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweller Drive. The extension will cross over the rail tracks owned by the Southern California Regional Rail Authority (SCRRA) and the Union Pacific Railroad (UPRR) Company. The project may also include the potential upgrade or closure of the at-grade 13th Street crossing.

The project will increase traffic volumes not only on streets and at intersections, but also at crossings. The project will create a new crossing. Safety factors to consider include, but are not limited to, the pedestrian circulation patterns/destinations with respect to railroad right-of-way (ROW), the planning for grade separations for major thoroughfares, and improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad ROW.

Commission Rules and Regulations

The following link provides resources on the Commission's rules and regulations in regard to rail safety: <http://www.cpuc.ca.gov/PUC/safety/Rail/>. Any modification to an existing or proposed new crossing is subject to a number of rules and regulations involving the Commission, including:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings;
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing; and
- Commission's General Order (GO) 88-B, Rules for Altering Public Highway-Rail Crossings.

The design criteria for any proposed modification or new crossing construction shall comply with the following GOs:

- GO 26-D, Clearance on Railroads and Street Railroads as to Side and Overhead Structures, Parallel Tracks and Crossings;
- GO 72-B, Construction and Maintenance of Crossings – Standard Types of Pavement Construction at Railroad Grade Crossings;
- GO 75-D, Warning Devices for At-Grade Railroad Crossings;
- GO 118, Construction, Reconstruction and Maintenance of Walkways and Control, of Vegetation Adjacent to Railroad Tracks; and
- GO 128, Construction or Underground and Electrical Supply and Communication.

Federal Rules and Regulations

The project shall ensure compliance with federal regulations as well, including:

- Code of Federal Regulations, Title 49, Part 213 (49 CFR Part 213), Track Safety Standards;
- 49 CFR Part 214 Railroad Workplace Safety;
- 49 CFR Part 234, Grade Crossing Signal System;
- 49 CFR Part 236, Rules Standards and Instructions Governing the Installation, Inspection Maintenance, and Repair of Signal and Train Control Systems Devices, and Appliances.

Crossing Authorizations

RCES staff is available for consultation on crossing safety matters. The following link provides more information on the Commission's GO 88-B and formal crossing application process: <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formalapps.htm>.

1. Formal Application

A Formal Application is required for construction of all new at-grade and grade separated crossings along the corridor in accordance with the Commission's Rules of Practice and Procedure. When the project is clearly defined and prior to submission of a Formal Application, City should contact RCES staff to arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at each proposed crossing location, if any.

As part of its mission to reduce hazards associated with at-grade railroad crossings, the Commission's policy is to reduce the number of such crossings. New at-grade crossings would typically not be supported by Commission staff and long-term planning for the grade separation of the existing at-grade rail crossings should be considered.

2. GO 88-B Requests

Modification (including closure) of existing rail crossings is typically authorized through the Commission's GO 88-B process. If interested parties do not reach agreement regarding proposed modifications, a Formal Application to the Commission will be required in order to obtain authorization to implement the modifications.

Prior to submission of a GO 88-B request for authorization, City should arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at

the crossing location. Commission crossing safety web page is found at this link:
<http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/contactrces.htm>.

General Safety Concerns

The project will involve the construction of a new crossing and upgrade/closure of the existing at-grade 13th Street crossing. Due to serious rail safety concerns, especially given the number of trains, their rate of speed and the volume of vehicular traffic, Commission staff recommends that any newly proposed crossing of roadways/highways by this project be grade separated to prevent vehicle/pedestrian vs. train collisions. This is the only way to guarantee no future at-grade crossing accidents.

We appreciate the opportunity to provide comments on the project. We are available to meet and further discuss the comments presented herein with City, SCRRA, UPRR and other relevant parties. We hope to assist in the identification of acceptable mitigation measures that will effectively address the concerns we have identified.

Please feel free to contact me at 213-576-7076, ykc@cpuc.ca.gov, or Jose Pereyra at 213-576-7083 or jose.pereyra@cpuc.ca.gov.

Sincerely,



Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse
Ken Tom, UPRR
Ron Mathieu, SCRRA



County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA
Chief Executive Officer

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

September 3, 2013

Mike Hennawy, Senior Engineer
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hennawy:

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SANTA CLARITA LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

On August 5, 2013, the City of Santa Clarita released the notice of preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the proposed Lyons Avenue/Dockweiler Drive Extension Project for public review and comment. The planned DEIR will evaluate the impacts of the proposed construction of a new railroad grade crossing, traffic improvements, new bridge across Newhall Creek, and joining existing roadways in the Placerita Canyon and Newhall communities.

Included in this letter are comments on behalf of the County Department of Public Works and the County of Los Angeles Fire Department.

Department of Public Works (DPW)

Hydrology/Water Quality

The DEIR must address possible impacts of the project on any Los Angeles County Flood Control District facilities. In addition, the DEIR must identify any pollutants that may be discharged into the flood control system and provide measures to prevent such discharges. If you have any questions regarding these items, please contact Juan Sarda of the Watershed Management Division at (626) 458-5911, or via e-mail at jsarda@dpw.lacounty.gov.

"To Enrich Lives Through Effective And Caring Service"

**Please Conserve Paper – This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only**

Mike Hennawy
September 3, 2013
Page 2

DPW will review the DEIR's hydrology study for any impacts from the project. If you have any questions regarding hydrology impacts, please contact Toan Duong of the Land Development Division at (626) 458-4910, or via e-mail at tduong@dpw.lacounty.gov.

Transportation/Traffic

DPW Traffic Studies is concerned about the potential increase in traffic expected to be generated by the project at the County-maintained intersection of Pico Canyon Road and The Old Road, and requests that the DEIR study this intersection. Since Lyons Avenue becomes Pico Canyon Road upon crossing the I-5 freeway, the Lyons Avenue extension to Dockweiler Drive will provide a more direct connection between the northeast portion of the Santa Clarita Valley to Stevenson Ranch and the retail centers in the vicinity of the intersection. In addition, the extension may also provide a bypass route for motorists wanting to avoid the southbound SR-14 Freeway to the northbound I-5 Freeway interchange to access the Stevenson Ranch area and adjacent retail uses.

Traffic Studies also requests that the DEIR study the intersection of The Old Road at the I-5 Freeway Southbound ramps, which is located within the County, but it is maintained by Caltrans. It is expected that Caltrans will request a level of service analysis and off-ramp queuing analysis at this location based on prior experience working with them on such projects. If you have any questions regarding the transportation/traffic, please contact Andrew Ngumba at (626) 300-4851, or via e-mail at angumba@dpw.lacounty.gov.

County of Los Angeles Consolidated Fire Protection District (CFPD)

Planning Division

Any highway project that includes road closures and/or detours has the potential to impede upon emergency response times, especially during high peak traffic hours. All road closures and detours should be approved and acceptable to the Fire Department so as not to adversely impact emergency responses.

Land Development Unit


1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

Mike Hennawy
September 3, 2013
Page 3

3. Specific fire and life safety requirements for the construction phase will be addressed on the building fire plan check. There may be additional fire and life safety requirements during this time.
4. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.
5. The maximum allowable grade shall not exceed 15 percent except where topography makes it impractical to keep within such a grade. In such cases, an absolute maximum of 20 percent will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17 percent. Grade breaks shall not exceed 10 percent in ten feet.
6. Fire Department requirements for access, fire flows, and hydrants are addressed during the building permit stage.
7. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.
8. The Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

If you have any questions regarding this letter, please contact Jason Tajima at (213) 974-1145, or via e-mail at jtajima@ceo.lacounty.gov.

Sincerely,


RITA L. ROBINSON
Deputy Chief Executive Officer
Community Services Cluster

RLR: DSP
JT:os

c: Supervisor Michael D. Antonovich, Fifth District
Daryl L. Osby, Fire Chief
Gail Farber, Director of Public Works

the crossing location. Commission crossing safety web page is found at this link:
<http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/contactrces.htm>.

General Safety Concerns

The project will involve the construction of a new crossing and upgrade/closure of the existing at-grade 13th Street crossing. Due to serious rail safety concerns, especially given the number of trains, their rate of speed and the volume of vehicular traffic, Commission staff recommends that any newly proposed crossing of roadways/highways by this project be grade separated to prevent vehicle/pedestrian vs. train collisions. This is the only way to guarantee no future at-grade crossing accidents.

We appreciate the opportunity to provide comments on the project. We are available to meet and further discuss the comments presented herein with City, SCRRA, UPRR and other relevant parties. We hope to assist in the identification of acceptable mitigation measures that will effectively address the concerns we have identified.

Please feel free to contact me at 213-576-7076, ykc@cpuc.ca.gov, or Jose Pereyra at 213-576-7083 or jose.pereyra@cpuc.ca.gov.

Sincerely,



Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse
Ken Tom, UPRR
Ron Mathieu, SCRRA



County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA
Chief Executive Officer

Board of Supervisors
GLORIA MOLINA
First District

MARK RIGLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

September 3, 2013

Mike Hennawy, Senior Engineer
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hennawy:

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SANTA CLARITA LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

On August 5, 2013, the City of Santa Clarita released the notice of preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the proposed Lyons Avenue/Dockweiler Drive Extension Project for public review and comment. The planned DEIR will evaluate the impacts of the proposed construction of a new railroad grade crossing, traffic improvements, new bridge across Newhall Creek, and joining existing roadways in the Placerita Canyon and Newhall communities.

Included in this letter are comments on behalf of the County Department of Public Works and the County of Los Angeles Fire Department.

Department of Public Works (DPW)

Hydrology/Water Quality

The DEIR must address possible impacts of the project on any Los Angeles County Flood Control District facilities. In addition, the DEIR must identify any pollutants that may be discharged into the flood control system and provide measures to prevent such discharges. If you have any questions regarding these items, please contact Juan Sarda of the Watershed Management Division at (626) 458-5911, or via e-mail at jsarda@dpw.lacounty.gov.

"To Enrich Lives Through Effective And Caring Service"

**Please Conserve Paper – This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only**

Mike Hennawy
September 3, 2013
Page 2

DPW will review the DEIR's hydrology study for any impacts from the project. If you have any questions regarding hydrology impacts, please contact Toan Duong of the Land Development Division at (626) 458-4910, or via e-mail at tduong@dpw.lacounty.gov.

Transportation/Traffic

DPW Traffic Studies is concerned about the potential increase in traffic expected to be generated by the project at the County-maintained intersection of Pico Canyon Road and The Old Road, and requests that the DEIR study this intersection. Since Lyons Avenue becomes Pico Canyon Road upon crossing the I-5 freeway, the Lyons Avenue extension to Dockweiler Drive will provide a more direct connection between the northeast portion of the Santa Clarita Valley to Stevenson Ranch and the retail centers in the vicinity of the intersection. In addition, the extension may also provide a bypass route for motorists wanting to avoid the southbound SR-14 Freeway to the northbound I-5 Freeway interchange to access the Stevenson Ranch area and adjacent retail uses.

Traffic Studies also requests that the DEIR study the intersection of The Old Road at the I-5 Freeway Southbound ramps, which is located within the County, but it is maintained by Caltrans. It is expected that Caltrans will request a level of service analysis and off-ramp queuing analysis at this location based on prior experience working with them on such projects. If you have any questions regarding the transportation/traffic, please contact Andrew Ngumba at (626) 300-4851, or via e-mail at angumba@dpw.lacounty.gov.

County of Los Angeles Consolidated Fire Protection District (CFPD)

Planning Division

Any highway project that includes road closures and/or detours has the potential to impede upon emergency response times, especially during high peak traffic hours. All road closures and detours should be approved and acceptable to the Fire Department so as not to adversely impact emergency responses.

Land Development Unit

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

Mike Hennawy
September 3, 2013
Page 3

3. Specific fire and life safety requirements for the construction phase will be addressed on the building fire plan check. There may be additional fire and life safety requirements during this time.
4. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.
5. The maximum allowable grade shall not exceed 15 percent except where topography makes it impractical to keep within such a grade. In such cases, an absolute maximum of 20 percent will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17 percent. Grade breaks shall not exceed 10 percent in ten feet.
6. Fire Department requirements for access, fire flows, and hydrants are addressed during the building permit stage.
7. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.
8. The Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

If you have any questions regarding this letter, please contact Jason Tajima at (213) 974-1145, or via e-mail at jtajima@ceo.lacounty.gov.

Sincerely,


RITA L. ROBINSON
Deputy Chief Executive Officer
Community Services Cluster

RLR: DSP
JT:os

c: Supervisor Michael D. Antonovich, Fifth District
Daryl L. Osby, Fire Chief
Gail Farber, Director of Public Works



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

September 3, 2013

Mike Hennawy
Senior Engineer
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 9355

RE: Notice of Preparation of Draft Environmental Impact Report and Public Scoping meeting for the Proposed Lyons Avenue/Dockweiler Drive Extension Project

Dear Mr. Hennawy:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in receipt of the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) and Public Scoping Meeting for the proposed Lyons Avenue / Dockweiler Drive Extension Project. This letter conveys comments concerning issues that are germane to LACMTA's statutory responsibilities in relation to the proposed project as well as issues that may impact transportation operations on LACMTA owned facilities.

It is noted that the proposed project would extend Lyons Avenue across an existing LACMTA-owned Railroad Right-of-Way (ROW). This ROW is operated and maintained by the Southern California Regional Rail Authority (SCRRA) and is used for the Metrolink commuter rail service and Union Pacific Railroad (UPRR) freight operations. The following concerns related to the project's proximity to the ROW should be addressed in the Environmental Impact Report (EIR):

1. The project sponsor is advised that SCRRA and the UPRR operate service in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week.
2. The policy adopted by the SCRRA Board of Directors stipulates that if a new at-grade crossing is developed, two existing at-grade crossings in the area must be closed.
3. It should be noted that railroad crossings are under the jurisdiction of the California Public Utilities Commission (CPUC). The project sponsor will be required to obtain the necessary authorization to construct the crossing. This will include demonstrating that a grade separated crossing is not practical.
4. It is likely that this proposed crossing will include the addition of warning devices, traffic signal modifications, and railroad signaling modifications. These modifications, along with the necessary use of train horns will bring additional noise factors as a result of the project.
5. All project development, engineering, and construction efforts must be coordinated with LACMTA Regional Rail, LACMTA Real Estate, and the SCRRA.
6. Any work performed on the project infrastructure or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry permits with specific

requirements. These may include permits for construction of infrastructure, and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.

7. During construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW. In addition, railroad flagging will be needed during construction to ensure the safety of passengers and train crews.
8. The project sponsor will be required to notify LACMTA of any changes to the construction/building plans that may or may not impact the ROW.
9. Improvements to existing facilities as part of the proposed project may result in an increase in foot traffic adjacent to the railroad ROW. To prevent trespassing along the active railroad ROW, the project sponsor may be required to install enhanced fencing to secure the ROW.

Please note that the SCRRRA may have additional comments concerning the operation and maintenance of the ROW which would come in the form of a separate correspondence from those parties.

If you have any questions regarding this response, please contact me at 213-922-4313 or by email at SaponaraN@metro.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Saponara".

Nick Saponara
CEQA Review Manager, Countywide Planning

cc. Don Sepulveda
Gray Crary, SCRRRA



8/14/2013

City of Santa Clarita
Attn.: Mike Hennaway
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Southern California
Gas Company

9400 Oakdale Avenue
Chatsworth, CA
91313

Subject: Proposed Lyons Avenue / Dockweiler Drive Extension

The Project lies entirely within The Gas Company (SCG) Utility Service Territory. Medium pressure mains exist near the Project area in the public streets. New service and mains can be extended into individual portions/phases as needed from these facilities. No facilities exist within the Project area.

Mailing Address:
P. O. Box 2300
Chatsworth, CA
91313-2300
M.L.9333

Based upon the Project's Land Use and Proposed Zoning, The Gas Company anticipates **no** Project related or cumulative impacts to the natural gas provisions or gas facilities in the service area. Implementation of the proposed project would **not** adversely affect our service capabilities in the project area or the existing adjacent service areas.

tel 818-701-2567
fax 818-701-3380

The Gas Company does not anticipate any construction related impacts to the service area. The Project pipelines would be installed in "joint-trench" with other dry utilities. Easements will be required for gas main extending into the Project. To mitigate potential adverse (non-environmental) impacts or delays, advise the applicant to:

- a) Notify the builder that any SCG facilities within non-dedicated (private) areas will have an **easement** granted to the Southern California Gas Co to protect the facilities. Main in public streets are installed under city permit.
- b) Request the **latest SCG facility plans** (gas atlases) for the developer's civil drawings.
- c) Request a SCG **will-serve letter** from SCG Planning/Engineering Department at the commencement of the project and before each phase of the project. This notice *ensures* adequate gas supply and pressure to serve the project.
- d) Provide the **EIR** or equivalent environmental document (if any) to SCG.
- e) Provide notice and plans of **street vacation** and **annexation** actions related to the tentative map.
- f) Provide notice and plans of **off-site street improvements** to SCG.
- g) Provide **tentative/approved tract/parcel maps plans** to SCG.
- h) Contact SCG concerning the **relocation, abandonment or removal** of any conflicting *existing* SCG facilities.

Please phone **Mr. Jeff Cobb, our Project Manager at (818-701-2530)**, if you have any questions. It may require up to 90 days to process your application for the installation of gas lines in your project.

Sincerely

A handwritten signature in black ink, appearing to read "John Curran". The signature is stylized with a large initial "J" and a long horizontal stroke at the end.

John Curran

Planning Associate

North Region Technical Services

Southern California Gas Company

9400 Oakdale Ave. Chatsworth, CA91311

Voice: (818) 701-2567

Fax: (818) 701-3380

Email: JSCurran@SempraUtilities.com

September 4, 2013

Mr. Mike Hennawy
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

**RE: NOP of Draft Environmental Impact Report (DEIR) and Public Scoping Meeting
for the Proposed Lyons Avenue/Dockweller Drive Extension Project**

Dear Mr. Hennawy:

The Southern California Regional Rail Authority (SCRRA) has received the Notice of Preparation (NOP) for the DEIR for the Proposed Lyons Avenue/Dockweller Drive Extension Project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way portion adjacent to the proposed project is operated and maintained by SCRRA. The proposed project is also located in the vicinity of Metrolink's Newhall Station at Market Street near Railroad Avenue. SCRRA is considered a "Responsible Agency" and should be included as such in any future EIR.

Below is a list of general comments that are of concern for all proposed projects near or adjacent to the railroad right of way. These are based on our initial cursory review of the NOP for the DEIR and its possible impact on the railroad. Please note that these are initial general comments submitted to meet the public comment period. SCRRA may follow up with more specific comments for consideration if further analysis deems it necessary. The following concerns related to the projects proximity to the railroad right of way (R/W) should be addressed in the EIR:

1. Please be advised that Metrolink operates approximately 30 passenger trains and UPRR operates 6 freight trains daily within this corridor. Trains operate 24 hours per day, seven days per week and are subject to change.

2. City is advised that the SCRRA Board has adopted a policy on establishment on new at-grade crossings. This policy encourages all new crossings of the commuter rail lines to be grade separated to eliminate the potential for future at-grade crossing accidents with vehicles and/or pedestrians. At-grade crossing options may be considered only in the event of drastic risk reduction measures that would include closing two or more crossings in the vicinity and making other safety enhancements to the remaining crossings that would handle the additional traffic flows across the rail tracks.
3. Any approval of an at-grade crossing option would have to be supported by SCRRA Member Agency (Metro), operating railroads, SCRRA and the California Public Utilities Commission (CPUC).
4. New at-grade crossings would need to be equipped with many new automatic warning devices, vehicular and pedestrian signals and gates. Federal Railroad requires that train horns be sounded when approaching these highway-rail grade crossings. Considerable noise would be created at the new grade crossing by the sounding of the bells and train horns.
5. Other transportation related impacts to new at-grade crossings is the potential for exposure to accidents involving trains, vehicles and pedestrians. These incidents create significant delays to all related modes of transportation.
6. All Engineering for project development within the railroad R/W must be coordinated with SCRRA and meet all SCRRA required standards for crossings and construction over rail lines. Metrolink has adopted a new *SCRRA Highway-Rail Grade Crossings Recommended Design Practices and Standards Manual*. This documented can be found on our website at www.metrolinktrains.com.
7. The location of your new crossing of Lyons Avenue is proposed to be over the existing railroad tracks between the 13th Street and Market Street at-grade crossings. The new crossing location is in the immediate vicinity of the end of our control point CP Hood. An at-grade crossing in the vicinity of these control signals and switch could be problematic in the design. Construction of this at-grade option could costs millions of dollars with having to relocate CP Hood to avoid these conflicts and the actual costs of a new crossing which meets all current standards. Options to this crossing location include utilizing and improving 13th and/or Market Streets to Dockweller Drive and subsequently Placerita Canyon Rd. to connect the Newhall communities. Other option is to grade separate the proposed Lyons Avenue extension with an overpass that would span over the switch and control point location.
8. During construction of your project, City's contractor will be required to follow SCRRA Right of Way Encroachment Procedures, including obtaining a Right of Entry agreement (SCRRA Form 6) and have an SCRRA Employee in Charge (flagman) present to protect train operations. These requirements can also be found on our website at www.metrolinktrains.com.

METROLINK®

Southern California Regional Rail Authority

Please note that we may have additional comments in the future as this project moves through the environmental stage to the design stage.

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions regarding these comments please contact Ron Mathieu at (909) 593-7296 or via e-mail at mathieur@scrra.net.

Sincerely,

A handwritten signature in black ink that reads "William Doran". The signature is written in a cursive style with a large, sweeping flourish at the end.

William Doran, PE
Director, Engineering & Construction

Cc: Ron Mathieu, SCRRA
Patricia Watkins, SCRRA
Gray Crary, SCRRA
Jeff Lustgarten, SCRRA
Don Sepulveda, Metro
Darcn Gilbert, CPUC

June 30, 2009

James Chow
Associate Planner
City of Santa Clarita
23620 Valencia Boulevard Suite 302
Santa Clarita, CA 91355

Subject: NOP of an Environmental Impact Report (EIR) for the Lyons Avenue At-Grade Rail Crossing/Extension

Dear Mr. Chow,

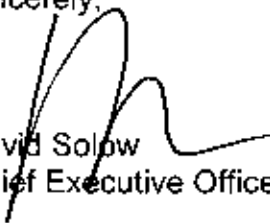
Thank you for the Notice of Preparation of and EIR for the Lyons Avenue At-Grade Crossing Project. Over the past three years, the Southern California Regional Rail Authority (SCRRA) and the City have been working on this project. In May 2008, SCRRA submitted comments on the North Newhall Specific Plan EIR Notice of Preparation (NOP). Our recommendations and comments relating to the Lyons Avenue at-grade crossing and other crossing improvements have not changed. Although the focus of this project is the grade crossing only (Stage 1), the new EIR should consider the future land uses and future traffic impacts as proposed in the North Newhall Specific Plan. Consequently, a copy of SCRRA's letter on the prior EIR NOP is attached as a restatement of our comments for the preparation of this new EIR.

The SCRRA has recently updated the grade crossing standards and guidelines, which incorporate the most current industry standards for vehicular and pedestrian crossing treatments. A copy of the new guideline is available for download at www.metrolinktrains.com. These standards replace the guidelines submitted in the May 2008 comment letter.

As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

- c. Jay Fuhrman, Metro
Susan Chapman, Metro
Rosa Munoz, CPUC



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority.
Riverside County
Transportation Commission.
San Bernardino
Associated Governments.
Ventura County
Transportation Commission.
Ex Officio Members:
Southern California
Association of Governments.
San Diego Association
of Governments.
State of California.

May 19, 2008

Jason Smisko
Senior Planner, City of Santa Clarita
23620 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Subject: NOP of an Environmental Impact Report (EIR) for the Proposed North Newhall Specific Plan (NNSP) Stage 1: Lyons Avenue At-Grade Crossing

Dear Mr. Smisko,

Thank you for the Notice of Preparation of and EIR for the Lyons Avenue At-Grade Crossing Project. Over the past two years, the SCRRA and the City have been working on this project. In the interest of improving railroad safety, the SCRRA continues to recommend that the crossing be grade separated, rather than at-grade. In that regard, the following comments are submitted as applicable to the CEQA EIR process.

As you are aware, the SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro) – previously referred to as MTA, the Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), the Riverside County Transportation Commission (RCTC) and the Ventura County Transportation Commission (VCTC).

The railroad right of way in the project area is owned by Metro, not the Southern Pacific Railroad as noted in the Initial Study. SCRRA operates one commuter rail route, the Antelope Valley Line along this right of way. The proposed Lyons Avenue would cross the existing two tracks just south of railroad control point Hood (CP Hood). Based on the project's impact to the rail line and Newhall station, the following recommendations concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project are being conveyed by SCRRA for inclusion in the EIR development:

1. The SCRRA's Grade Crossing Resolution 98-21 and Grade Crossing Design Guidelines outline all pertinent policies and procedures that will be required by the City for consideration of adding a new crossing, and copies are attached. The SCRRA's policy is to support the creation of a new rail-highway grade crossing only if improvements to other grade crossings, including the elimination of grade crossings are made part of the creation of the new crossing, which together clearly improve public convenience and safety.

Therefore, the SCRRA requests that as part of the DEIR development, the City analyze and evaluate not only the closing of the 13th Street crossing, as described in the NOP, but also: the closing of the Market Street at-grade crossing to vehicular traffic (and the necessary redirected access from Lyons to the station parking area); the closing of the Cafex crossing; corridor-wide crossing improvements at the Sanitation District private crossing to the south; safety enhancements at San Fernando Road (sidewalk, signal preemption, pedestrian facilities), and Drayton Street safety enhancements. The SCRRA also requests that these improvements be made prior to or in conjunction with the opening of the Lyon Street crossing (if approved).

2. Please note that as part of our grade crossing policies, the City will also need approval from Metro to add a crossing on the Metro-owned ROW. Metro, as a SCRRA member agency, would make the request on the City's behalf to the SCRRA Board of Directors for support of the City's application to the PUC.
3. The NOP states that the implementation of the NNSP will be incorporated into the traffic analysis and will be discussed generally in this stage of the EIR. The traffic analysis in the Stage 1 EIR should evaluate the cumulative impacts of all development in the project area including, but not limited to, the Downtown Newhall plan, the Masters College Plan and the North Newhall Specific Plan (NNSP).
4. The traffic analysis should consider the traffic circulation related to this proposed at-grade crossing at the extension of Lyons Avenue, particularly in light of the proximity of San Fernando Road.
5. The traffic circulation plan should also consider linking the three major east side streets, Lyon, Via Princessa and Magic Mountain to provide similar parallel traffic flow as San Fernando Road on the west side. It is our understanding that the City has prior plans for an overcrossing at Magic Mountain, which SCRRA would support in concept.
6. For train activity and vehicle dwell-time analysis in the project area, please use the following service characteristics: There are currently 24 weekday Metrolink trains and an average of 5 daily freight trains through this location; the SCRRA Strategic Assessment projects 32 weekday Metrolink trains by 2015 and 42 weekday Metrolink trains by 2020. Weekend service is projected to increase from 12 daily

trains to 20 trains by 2020. Future freight trains volumes are expected to increase by at least 4 daily trains within a couple of years.

7. The crossing area would traverse two tracks and potentially impact the existing CP Hood. The City shall be responsible for the costs associated with any changes needed in the control point as a result of the crossing, if approved.
8. Existing or proposed traffic signals within close proximity of the railroad must be interconnected with the railroad signal controls. This will allow for proper preemption to allow vehicular traffic to clear track area prior to arrival of trains. Close coordination with the City and railroad is critical to allow for safe movements of vehicles.
9. SCRRRA, along with the CPUC, shall participate in the design and construction of the crossing and this work should be coordinated with our Engineering department.

As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

Encis.

cc. Patricia Chen, Metro
Susan Chapman, Metro
Rosa Muñoz, CPUC
SCRRRA Files

May 19, 2008

Jason Smisko
Senior Planner, City of Santa Clarita
23620 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Subject: NOP of an Environmental Impact Report (EIR) for the Proposed North Newhall Specific Plan (NNSP) Stage 1: Lyons Avenue At-Grade Crossing

Dear Mr. Smisko,

Thank you for the Notice of Preparation of and EIR for the Lyons Avenue At-Grade Crossing Project. Over the past two years, the SCRRA and the City have been working on this project. In the interest of improving railroad safety, the SCRRA continues to recommend that the crossing be grade separated, rather than at-grade. In that regard, the following comments are submitted as applicable to the CEQA EIR process.

As you are aware, the SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro) – previously referred to as MTA, the Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), the Riverside County Transportation Commission (RCTC) and the Ventura County Transportation Commission (VCTC).

The railroad right of way in the project area is owned by Metro, not the Southern Pacific Railroad as noted in the Initial Study. SCRRA operates one commuter rail route, the Antelope Valley Line along this right of way. The proposed Lyons Avenue would cross the existing two tracks just south of railroad control point Hood (CP Hood). Based on the project's impact to the rail line and Newhall station, the following recommendations concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project are being conveyed by SCRRA for inclusion in the EIR development:

1. The SCRRA's Grade Crossing Resolution 98-21 and Grade Crossing Design Guidelines outline all pertinent policies and procedures that will be required by the City for consideration of adding a new crossing, and copies are attached. The SCRRA's policy is to support the creation of a new rail-highway grade crossing only if improvements to other grade crossings, including the elimination of grade crossings are made part of the creation of the new crossing, which together clearly improve public convenience and safety.

Therefore, the SCRRA requests that as part of the DEIR development, the City analyze and evaluate not only the closing of the 13th Street crossing, as described in the NOP, but also: the closing of the Market Street at-grade crossing to vehicular traffic (and the necessary redirected access from Lyons to the station parking area); the closing of the Calex crossing; corridor-wide crossing improvements at the Sanitation District private crossing to the south; safety enhancements at San Fernando Road (sidewalk, signal preemption, pedestrian facilities), and Drayton Street safety enhancements. The SCRRA also requests that these improvements be made prior to or in conjunction with the opening of the Lyon Street crossing (if approved).

2. Please note that as part of our grade crossing policies, the City will also need approval from Metro to add a crossing on the Metro-owned ROW. Metro, as a SCRRA member agency, would make the request on the City's behalf to the SCRRA Board of Directors for support of the City's application to the PUC.
3. The NOP states that the implementation of the NNSP will be incorporated into the traffic analysis and will be discussed generally in this stage of the EIR. The traffic analysis in the Stage 1 EIR should evaluate the cumulative impacts of all development in the project area including, but not limited to, the Downtown Newhall plan, the Masters College Plan and the North Newhall Specific Plan (NNSP).
4. The traffic analysis should consider the traffic circulation related to this proposed at-grade crossing at the extension of Lyons Avenue, particularly in light of the proximity of San Fernando Road.
5. The traffic circulation plan should also consider linking the three major east side streets, Lyon, Via Princessa and Magic Mountain to provide similar parallel traffic flow as San Fernando Road on the west side. It is our understanding that the City has prior plans for an overcrossing at Magic Mountain, which SCRRA would support in concept.
6. For train activity and vehicle dwell-time analysis in the project area, please use the following service characteristics: There are currently 24 weekday Metrolink trains and an average of 5 daily freight trains through this location; the SCRRA Strategic Assessment projects 32 weekday Metrolink trains by 2015 and 42 weekday Metrolink trains by 2020. Weekend service is projected to increase from 12 daily

trains to 20 trains by 2020. Future freight trains volumes are expected to increase by at least 4 daily trains within a couple of years.

7. The crossing area would traverse two tracks and potentially impact the existing CP Hood. The City shall be responsible for the costs associated with any changes needed in the control point as a result of the crossing, if approved.
8. Existing or proposed traffic signals within close proximity of the railroad must be interconnected with the railroad signal controls. This will allow for proper preemption to allow vehicular traffic to clear track area prior to arrival of trains. Close coordination with the City and railroad is critical to allow for safe movements of vehicles.
9. SCRRRA, along with the CPUC, shall participate in the design and construction of the crossing and this work should be coordinated with our Engineering department.

As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

Encls.

cc. Patricia Chen, Metro
Susan Chapman, Metro
Rosa Muñoz, CPUC
SCRRRA Files

GRADE CROSSING DESIGN GUIDELINES

1.0 INTRODUCTION

1.1 Purpose

The Southern California Regional Rail Authority (SCRRA) Board Members have asked its staff to develop Crossing Guidelines to provide uniform and consistent design standards for crossing construction and maintenance. The information provided in the Guidelines will be useful to consulting engineers and public agencies when wanting to initiate new crossing(s) or modifying existing crossing(s).

1.2 Scope

The Guidelines are not intended as complete construction, maintenance and operation specifications, but are requirements, which are most important for safe construction and maintenance of grade crossings. These guidelines include SCRRA policy, regulatory responsibility, public, private, pedestrian and grade separation design criteria, crossing approval procedures, funding, design and construction requirements and contact list.

1.3 Definitions

Diagnostic Team	A Diagnostic Team is a group of knowledgeable representatives of parties of interest in a Highway-Rail Grade Crossing, organized by the public authority or private property owner responsible for that Highway-Rail Grade Crossing, who, using crossing safety management principles, evaluate conditions at a Highway-Rail Grade Crossing to make determinations or recommendations for the public authority or private property owner concerning safety needs at that Highway-Rail Grade Crossing. A Diagnostic Team is usually composed of railroad personnel, public safety or law enforcement, engineering personnel from the public authority or private owner with responsibility for the highway that crosses the railroad, and other concerned parties.
Highway-Rail Grade Crossing	The general area where a highway and a railroad's right-of-way cross at the same level, within which are included the railroad tracks, highway, and traffic control devices for highway traffic traversing that area.
Grade Separation	A crossing of a highway and a railroad at different levels.
Member Agency	Any specific county transportation agency(s), whose right-of-way or property is directly affected by this project. The SCRRA Member Agencies are the Los Angeles County Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments (SANBAG), and the Ventura County Transportation Commission (VCTC).
Overhead	A grade separated highway over a railroad.

Pedestrian Crossing	A Highway-Rail Grade Crossing that is used by pedestrians but not by vehicles.
Private Crossing	A Highway-Rail Grade Crossing that is on a privately owned roadway used only by the private property owner or licensee.
Public Agency	The federal government and any agencies, departments or subdivisions thereof; the State of California; and any county, city, city and county district, joint powers agency, municipal corporation, or any other political subdivision or public corporation therein, requesting and sponsoring the Rail-with-Trail project.
Public Crossing	A Highway-Rail Grade Crossing that is on a roadway under the jurisdiction of and maintained by a public authority and open to the traveling public.
SCRRA	A five-county joint powers authority, created pursuant to State of California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain and operate the "Metrolink" commuter train system. The five-county member agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority (MTA), Ventura County Transportation Commission (VCTC), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), and Riverside County Transportation Commission (RCTC). SCRRA builds, operates and maintains commuter rail system in the five-county area on rail rights-of-ways owned by the member agencies.
Underpass	A grade separated highway under a railroad.

1.4 Reference Standards

Grade crossing planning, design, funding, maintenance and operation shall comply with the current editions of the following codes, specifications, standards, and recommended practices:

1. Southern California Regional Rail Authority (SCRRA)
2. Public Utilities Commission of the State of California (CPUC)
3. Streets and Highways Code of the State of California (S&H)
4. State of California Department of Transportation (CALTRANS)
5. American Railway Engineering and Maintenance-of-Way Association (AREMA)
6. The Association of American Railroads (AAR)
7. Institute of Transportation Engineers (ITE)
8. Standard Specifications of Public Works Construction of the Joint Cooperative Committee (SSPWC)
9. U.S. Department of Transportation, Federal Highway Administration (FHWA)
10. Work Area Traffic Control Handbook (WATCH)

2.0 SCRRA POLICY ON CROSSINGS

It is the SCRRA policy, to support and promote the elimination of Highway-Rail Grade Crossings to the extent feasible on all regional rail lines, oppose the creation of new Highway-Rail Grade Crossings, and promote to the extent feasible the improvement of remaining Highway-Rail Grade Crossings.

SCRRA, along with the CPUC, Caltrans, AAR and FHWA are intensifying its efforts in promoting its safety program by eliminating Highway-Rail Grade Crossings when possible and working with local authorities in upgrading of other Highway-Rail Grade Crossings. The efforts include following possible alternatives:

1. Elimination of Highway-Rail Grade Crossings where possible by construction of Grade Separations, consolidations, relocation of highways and/or railroads, and establishment of no new Highway-Rail Grade Crossings.
2. Upgrade of Highway-Rail Grade Crossings in accordance with priorities established by designated State and Federal agencies, and working in close coordination with local agencies.

SCRRA Board approved Resolution 98-21 in 1998 establishing a Highway-Rail Grade Crossing policy. New Highway-Rail Grade Crossings may be granted only on a case-by-case basis and only if the SCRRA Member Agency requests an establishment of a new Highway-Rail Grade Crossing and the CPUC authorizes it.

SCRRA may support the creation of a new Highway-Rail Grade Crossing only if the elimination of other existing Highway-Rail Grade Crossing(s) and/or improvement to existing Highway-Rail Grade Crossing(s) are made part of the creation of the new Highway-Rail Grade Crossing which together clearly improve public convenience and safety. If the new crossing is a Highway-Rail Grade Crossing, the Public Agency must convincingly show that a separation is impracticable and that the public convenience and necessity absolutely require a Highway-Rail Grade Crossing. SCRRA may ask the Public Agency to prepare an engineering report showing in precise details, why a separated crossing is not practicable. SCRRA does not believe that a lack of finances should be a reason for authorizing the construction of a Highway-Rail Grade Crossing.

3.0 CPUC REQUIREMENTS

CPUC has the exclusive authority to regulate public utilities including railroads in California. Public Utilities (PU) Code Sections 1201-1220 have rules and regulations regarding railroad crossings. Section 1201 requires that no public road, highway, or street shall be constructed across the track of any railroad corporation at-grade without having first secured the permission of the Commission. Section 1202 says that the CPUC has the exclusive power (a) to determine and prescribe the manner, including the particular point of crossing, and terms of installation, operation, maintenance, use, and protection of each grade crossing, (b) to alter, relocate, or abolish by physical closing any such crossing, and (c) to require, where in its judgment it would be practical, a separation of grades at any crossing and prescribe the terms upon which such separation shall be made and the proportions in which the expenses shall be divided. PU Code Sections 1201-1205 require that Public Agencies file a Commission application for authority to construct a new public Highway-Rail Grade Crossing, major alteration to an existing crossing, or a grade separated crossings.

Refer to State of California www.leginfo.ca.gov/calaw.html web site for further information on PU Code Sections.

4.0 PUBLIC CROSSINGS

4.1 Jurisdiction

The CPUC has the exclusive power to determine and prescribe the manner, including the particular point of crossing, and terms of installation, operation, maintenance, use, and protection of each Highway-Rail Grade Crossings; and to alter, relocate, or abolish by physical closing any Highway-Rail Grade Crossings.

SCRRA Board approved Resolution 98-21 in 1998 establishing a Highway-Rail Grade Crossing policy. New Highway-Rail Grade Crossings may be granted only on a case-by-case basis and only if the SCRRA Member Agency requests an establishment of a new Highway-Rail Grade Crossing and the CPUC authorizes it.

4.2 Approval Procedures

Public Utilities Code Sections 1201-1205 require that Public Agency file a Commission application for authority to construct a new Highway-Rail Grade Crossing and major alteration to an existing crossing.

The following procedures and steps will be taken by the Public Agency to obtain approval of a new Highway-Rail Grade Crossing from SCRRA and CPUC.

1. Public Agency requesting a new Highway-Rail Grade Crossing will contact SCRRA (Manager of Public Projects) and CPUC to inquire about the possibility of creating a new Highway-Rail Grade Crossing across the railroad property. The Public Agency must convincingly show that a Grade Separation is impracticable and that the public convenience and necessity absolutely require a Highway-Rail Grade Crossing. SCRRA and CPUC may ask the Public Agency to prepare an engineering report showing in precise details, why a Grade Separation is not practicable. The Public Agency will also be asked to look at elimination of other existing Highway-Rail Grade Crossing(s) or improvement to existing Highway-Rail Grade Crossing(s).
2. If SCRRA and CPUC concur that a Highway-Rail Grade Crossing is necessary, the Public Agency will contact the Member Agency to request an approval of the Highway-Rail Grade Crossing. Member Agency will request approval of the Highway-Rail Grade Crossing from SCRRA Board. SCRRA Board will consider approval of the Highway-Rail Grade Crossing on a case-by-case basis. If SCRRA Board approves the Highway-Rail Grade Crossing, the Public Agency will start CPUC approval process as per PU Code Sections 1201-1205.
3. The Public Agency shall prepare and furnish SCRRA and CPUC thirty (30) percent plans of the proposed work. The plan should be drawn to scale and should show the following: (i) plan of crossing, (ii) existing and proposed protection, (iii) width of paving, tracks, (iv) significant topography, (v) limits of right-of-way, (vi) a profile of highway approaches, and (vii) other details sufficient to allow proper location of protective devices.
4. A Diagnostic Team meeting will be held at the site, which should include the SCRRA, CPUC, other operating railroads, Public Agency and any other concerned parties. The meeting shall address the scope of the project, work required by SCRRA, warning devices requirements, and financial arrangements. Warning devices shall be as per CPUC General Order No. 75-C, www.cpuc.ca.gov/PUBLISHED/Graphics/647-2.pdf, "Regulations Governing the Protection of Crossing at Grade of Roads, Highways, and Streets with Railroads in the State of California".
5. Public Agency will submit an application to CPUC and SCRRA. Refer to the CPUC web site for CPUC application procedures www.cpuc.ca.gov/static/industry/transportation/rail+crossings+program/filing+procedures/index.htm. The application shall contain information as required by CPUC, Rules of Practice and Procedure, Article 10, Rule 38, "To Construct a Public Highway Across a Railroad". An environmental report will have to be submitted as a part of the application. The Public Agency will complete the U.S. DOT Crossing Inventory Form <http://safetydata.fra.dot.gov/officeofsafety/> (Form FRA F 6180.71).
6. If the CPUC, SCRRA, United Transportation Union and other operating railroads can not agree to a project, then the CPUC, SCRRA United Transportation Union and other operating railroads can file a formal protest to the application and request a hearing before an Administrative Law Judge

to decide the merits of the project. This process can take a maximum of eighteen (18) months. If no hearings are necessary and all issues are worked out before the application is filed, the CPUC Rail Crossing Engineering Staff can handle the application much more quickly.

7. SCRRA will prepare a Construction and Maintenance agreement outlining the share of responsibilities and expenses. A draft of the agreement will be sent to the Public Agency for review. When acceptable to both parties, the SCRRA will execute two copies and send them to the Public Agencies for execution. The Public Agency will return both executed copies to the SCRRA for their execution.
8. The Public Agency will send a copy of the fully executed Construction and Maintenance agreement to the CPUC.
9. The Public Agency shall prepare and submit a legal description and plat (by professional land surveyor) showing the proposed encumbrance to the Member Agency. The Member Agency will prepare an easement agreement and send a draft to the Public Agency. When acceptable, the Member Agency and Public Agency will execute two copies of the easement agreement. Since it is necessary to have an independent appraisal of the property and the appraisal process requires longer time, it is suggested that the Public Agency start easement agreement preparation as soon as SCRRA grants initial project approval.
10. The Public Agency shall furnish SCRRA and CPUC final plans of the proposed work for review, comments and approval.
11. Once the CPUC (staff approves the project and CPUC Commissioners issue a formal decision authorizing the project) and SCRRA are in concurrence with the project, the Public Agency can proceed with the construction work.

4.2.1 Public Crossing Modifications

The procedures and steps to be taken by the Public Agency to obtain approval for major alteration are similar to the procedures shown above in this Section. However, CPUC General Order No. 88-B provides for an informal process for authorizing minor alterations, such as Highway-Rail Grade Crossing widening within the existing street right-of-way, approach grade changes, track elevation changes, roadway realignment that is functionally related to the existing crossing and can be achieved within the existing or a contiguous right-of-way, or addition on one track within the existing railroad right-of-way. Refer to the CPUC web site for CPUC application procedures www.cpuc.ca.gov/static/industry/transportation/rail-crossings+program/filing+procedures/index.htm. Refer to CPUC General Order No. 88-B www.cpuc.ca.gov/word_pdf/GENERAL_ORDER/33542.pdf, "Rules for Altering Public Road-Highway Grade Crossings", for more information.

4.3 Funding

Public Agency interested in developing a new Public Crossing is responsible for financing of the Public Crossing.

4.3.1 Public Crossing Modifications

As provided by Title 23, United States Code, Section 130 (23 U.S.C. 130), the "Section 130 Program" provides federal funds to improve safety at existing highway-rail grade crossings. The purpose of the Section

130 Program is to reduce the number, severity and potential of hazards to motorists, bicyclists, and pedestrians at highway-rail grade crossings. The Section 130 Program is a cooperative effort between the FHWA, Caltrans, CPUC, railroad companies and Public Agencies.

Caltrans has established an Office of Local Programs that assists local agencies in taking advantage of State and Federal funded transportation programs. The Office of Local Programs processes funding applications, federal documents and serves as the primary contact for Public Agencies. The Office of Local Programs establishes a multi-year program, ensures that most high priority projects are being selected and implements a structured process of approval and disapproval of cost and project schedule. Refer to Office of Local Programs, Local Assistance Program Guidelines, www.dot.ca.gov/hq/LocalPrograms/lpp/LPP97-05.pdf, Chapter 10, for more information on project eligibility, selection and programming procedures, funding, implementation, and administration.

CPUC is responsible for establishing priority lists of projects, which are in need of funding for modifications. These lists are determined on the basis of criteria established by the CPUC. Refer to CPUC guidelines titled "Guidelines for the Federal Aid At-Grade Highway-Rail Crossing Program" <http://www.cpuc.ca.gov/static/industry/transportation/crossings/cpuc-section-130-guidelines.pdf> for information on crossing selection, review process and acceptable scope of work and improvements.

4.4 Agreements

4.4.1 Real Estate Agreement

A license or easement agreement from the Member Agency whose right-of-way is directly affected by the project is necessary for the Public Crossing. The license or easement agreement will include requirements, terms and conditions related to indemnification, license fees and compensations, assumption of risk and waiver, insurance, tests and inspections, maintenance and repair, breach, abandonment, reimbursement, construction, relocation, payments, hazardous/toxic materials, compliance with laws etc.

4.4.2 Construction and Maintenance (C&M) Agreement

A Construction and maintenance (C&M) agreement between the railroad and Public Agency responsible for the highway is also necessary for the Public Crossing. This agreement will include detailed work description; method of payment; responsibility for design, construction, funding and maintenance; cost estimates of railroad work; form, duration and amount of insurance; and liability at the Public Crossing.

4.5 Design

The design of the Public Crossing projects will be done by Public Agency.

The following are some of the references that should be consulted for the design of crossing projects:

1. CPUC General Order No. 72-B, "Rules Governing the Construction and Maintenance of Crossing At-Grade of Railroads with Public Streets, Roads and Highway in the State of California".
2. CPUC General Order No. 75-C, "Regulations Governing the Protection of Crossing at Grade of Roads, Highways, and Streets with Railroads in the State of California".
3. FHWA, "Railroad-Highway Grade Crossing Handbook".
4. U.S. Department of Transportation, FHWA, "Manual on Uniform Traffic Control Devices".
5. CALTRANS, "MUTCD 2003 California Supplement".
6. Institute of Transportation Engineers (ITE), "Geometric Design for Highway-Rail Intersections".

7. ITE, "Traffic Engineering Handbook".
8. Applicable SCRRA Engineering Standards.

Site and operational improvements can contribute greatly to safety of Highway-Rail Grade Crossings. Site improvements to be considered are: sight distances (ahead of crossing, across the approach quadrants and along the track), geometrics (horizontal and vertical alignments), illuminations, safety barriers and flagging.

Passive grade crossing warning devices; pavement markings to supplement the regulatory and warning messages presented by crossing signs and signals; and active grade crossing warning system that give warning of the approach or presence of a train shall be designed and installed for all Highway-Rail Grade Crossings standards, guidelines and requirements.

CPUC has uniform standards for Highway-Rail Grade Crossing protection to be used in the State of California. CPUC General Order No. 75-C has standards on installation and maintenance of signs, signals, markings and other warning devices at Highway-Rail Grade Crossings. MUTCD also has guidelines on warning devices at Highway-Rail Grade Crossings. Refer to Part 8, "Traffic Controls for Highway-Rail Grade Crossings" for further information. The MUTCD is a Federal standard under Title 23, United States Code 109(d) and is incorporated by reference into Code of Federal Regulations. Considered by the FHWA as a national standard, the MUTCD has the force of law.

The SCRRA signal department prepares, at Public Agency's cost, the design for the active traffic control system including the train detection circuits.

The Highway-Rail Grade Crossing surface for all new construction and maintenance project will be pre-cast concrete panels as per SCRRA Engineering Standard No. ES2006.

4.5.1 Preemption

When a Highway-Rail Grade Crossing is equipped with flashing-light signal system and is located within 200 feet of an intersection or mid-block location controlled by a traffic control signal, the traffic control signal should be provided with preemption. Traffic control signals at the intersections located further than 200 feet from the Highway-Rail Grade Crossing should also be considered for preemption if factors such as traffic volume, vehicle mix, vehicle and train approach speeds, frequency of trains and queue lengths determines a need for preemption.

Refer to SCRRA's "Preemption Guidelines" for further information on existing standards, definitions, interconnection, preemption and preemption circuit. The preemption guidelines are available on SCRRA's website at www.metrolinktrains.com ("About Metrolink", "Public Projects" and "Grade Crossings").

4.6 Construction

The construction shall meet requirements stated in SCRRA's standard specifications, guidelines and engineering standards and shall also meet AREMA requirements.

Public Agency shall comply with the rules and regulations contained in the current editions of the following SCRRA documents during the construction of the project: (i) Right-of-Entry agreement (SCRRA Form No. 6), (ii) Rules and Requirements for Construction on Railroad Property (SCRRA Form No. 37), (iii) General Safety Regulations for Construction/Maintenance Activity on Railway Property, and (iv) Applicable SCRRA Engineering Standards.

Public Agency shall notify SCRRA five (5) working days in advance of any construction or maintenance activity which will occur between lines two feet outside of the outside rails. Public Agency shall be responsible to reimburse SCRRA the actual cost and expense incurred by SCRRA for all services and work performed in connection with the crossing project including a computed surcharge representing SCRRA's costs for administration and management.

The SCRRA signal department constructs, at Public Agency's cost, the active traffic control system including the train detection circuits.

4.6.1 Temporary Traffic Control

Temporary traffic control shall be used when a maintenance or construction activity is located on the railroad right-of-way or when the activity is located in the vicinity of Highway-Rail Grade Crossing, which could result in queuing of vehicles across the railroad tracks.

Refer to SCRRA's "Temporary Traffic Control Guidelines for Highway-Rail Grade Crossings" for further information on definitions, referenced standards, traffic control plans, submittals, traffic control elements and responsibility/authority for the temporary traffic control at Highway-Rail Grade Crossing. The guidelines provide acceptable alternatives and procedures to prescribe the appropriate temporary traffic control measures at highway-rail grade crossings. The guidelines are available on SCRRA's website.

4.7 Maintenance

Maintenance of Highway-Rail Grade Crossings will be as per CPUC General Order No. 72-B, www.cpuc.ca.gov/published/graphics/646-2.pdf "Rules Governing the Construction and Maintenance of Crossing At-Grade of Railroads with Public Streets, Roads and Highway in the State of California". As per Section VII of this General Order, railroad corporation (SCRRA) will maintain, repair and renew the crossing area between lines two (2) feet outside of the rails of each track. When two or more tracks are involved, SCRRA shall maintain the area between the tracks where the distance between the centerlines of tracks is fifteen (15) feet or less measured at the centerline of the highway, normal to the tracks. As per Section VIII, the Public Agency will maintain the approaches and those portions of the crossing not included under railroad responsibility above.

5.0 PRIVATE CROSSINGS

5.1 Jurisdiction

SCRRA is responsible for approving or denying new Private Crossing. SCRRA will grant permission to construct a new Private Crossing only if no alternative means of access and a construction of a Grade Separation are not feasible. As mentioned earlier in Section 2.0, new Private Crossings will be granted only on a case-by-case basis and only if the SCRRA Member Agency requests an establishment of new private grade crossing.

Generally, CPUC application is not necessary for a new Private Crossing but under certain conditions the CPUC may require it. Since CPUC has the exclusive power to determine and prescribe the manner, and term of installation, operation, maintenance, use, and protection of each grade crossing, SCRRA will request CPUC for their input on the installation of a new private grade crossing. The CPUC has in the past made investigations of Private Crossings on an informal basis and also requested formal commission investigations. Where evidence showed public use of Private Crossings, the commission has ordered both improvements

and/or closure of the Private Crossing under PU codes.

Traffic on the Private Crossing will be limited to the licensee, employees, family and business invitees. If the general public were involved, the crossing would be treated as a Public Crossing.

5.2 Approval Procedures

The procedures and steps to be taken by a property owner to obtain approval of a new Private Crossing are similar to the procedures shown in Section 4.2 for a new Public Crossings except that CPUC approval is not necessary. However, as mentioned in Section 5.1, SCRRA will generally request CPUC input on the installation of a new Private Crossing.

5.3 Funding

Private property owners are responsible for financing of the new Private Crossing.

5.4 Agreements

The requirements on agreements for Private Crossing are similar to the requirements shown in Section 4.4 for Public Crossings.

5.5 Design

The design of the Private Crossing projects will be done by Property owner. Passive grade crossing warning devices, pavement markings and active grade crossing warning system shall be designed and installed at all Private Crossings.

For additional information on design requirements, refer to Section 4.5 on design for Public Crossings.

5.6 Construction

The requirements on construction for Private Crossing are similar to the requirements shown in Section 4.6 for Public Crossings.

5.7 Maintenance

Maintenance of the railroad track and signals at Private Crossing is the responsibility of the SCRRA. The property owner is responsible to reimburse SCRRA for all costs related to the maintenance of the Private Crossing including track and signal maintenance. The cost for the maintenance of the railroad signals will be as per CPUC requirements and resolutions or as per conditions included in the C&M agreement.

6.0 PEDESTRIAN CROSSINGS

The requirements on jurisdiction, approval procedures, funding, agreements, design and maintenance for Pedestrian Crossings are similar to the requirements shown in Section 4.0 for Public Crossings. The requirements for grade separated Pedestrian Crossings are similar to the requirements shown in Section 7.0 for Grade Separations. Refer to these requirements for Pedestrian Crossings.

7.0 GRADE SEPARATIONS

7.1 Jurisdiction

The CPUC requires that no public road, highway, or street shall be constructed across the track of any railroad corporation without having first secured the permission of the Commission. CPUC has the exclusive power to require, where in its judgment it would be practical, a separation of grades at any Highway-Rail Grade Crossing and prescribe the terms upon which such separation shall be made and the proportions in which the expenses shall be divided.

7.2 Approval Procedures

The procedures and steps to be taken by the Public Agency to obtain approval for major alteration are similar to the procedures shown above in Section 4.2. However, CPUC General Order No. 88-B provides for an informal process for authorizing Grade Separations that closes one or more highway-rail grade crossings. Refer to the CPUC web site for CPUC application procedures www.cpuc.ca.gov/static/industry/transportation/rail-crossings+program/filing+procedures/index.htm. Refer to CPUC General Order No. 88-B www.cpuc.ca.gov/word_pdf/GENERAL_ORDER/33542.pdf, "Rules for Altering Public Road-Highway Grade Crossings", for more information.

7.3 Funding

Public Agency interested in developing a Grade Separation is responsible for financing of a Grade Separation.

Federal and State funding is available for Grade Separation projects that eliminate one or more Highway-Rail Grade Crossings. CPUC is responsible for establishing priority lists of projects, which are in need of funding for separation. These lists are determined on the basis of criteria established by the CPUC.

California Streets and Highways (S&H) Code Sections 190 and 2450-2461 has rules and regulations regarding funding for Grade Separations. Funding for projects included on priority list, prepared by CPUC, is provided as per S&H Code Section 190. The basis for allocation and state requirements are contained in S&H Code Sections 2450-2461. Refer to S&H web site www.leginfo.ca.gov/calaw.html for further information on Code Sections.

7.4 Agreements

The requirements on agreements for Grade Separation are similar to the requirements shown in Section 4.4 for Public Crossings.

7.5 Design

The design of the Grade Separation projects will be done by Public Agency.

Railroad bridges shall be designed for all loads specified in Chapter 8 and 15 of the AREMA Manual. The railroad live load to be applied is a Cooper's E-80.

The support and shoring systems shall meet the latest rules and requirements of: SCRRA Form No. 37 available on SCRRA's website at www.metrolinktrains.com ("About Metrolink", "Public Projects" and "Grade Crossings"), American Association of State Highway and Transportation Officials (AASHTO), AREMA, and Caltrans Trenching and Shoring Manual.

The falsework will meet the rules and requirements of Caltrans Falsework Manual. Temporary collision posts set in concrete and extending not less than 16 feet above the top of the rail shall be installed on both sides of the bents and located 10 feet clear of the centerline of the nearest track and approximately 100 feet in advance of the falsework. Collision posts will preferably be steel I-beams with web parallel to the track. Falsework will be sheathed solid on the side adjacent to track between 3 and 17 feet above the top of the rail.

A demolition plan indicating the method of track protection, the sequence of demolition and describing the procedure and equipment to be used during demolition shall be submitted to SCRRA for review and approval.

All Overhead and Underpass structures shall provide the horizontal and vertical clearances for anticipated future tracks, changes in track alignments and raising of tracks for maintenance purposes. SCRRA shall be contacted prior to finalizing the clearances.

For additional information on design requirements, refer to Section 4.5 on design for Public Crossings.

7.5.1 Overhead

A permanent minimum vertical clearance of 24'-0" shall be provided for all bridges, measured from the top of the high rail to the lower point of the structure in the horizontal area. SCRRA Engineering Standard No. ES2102 shall be consulted for more information.

A temporary minimum horizontal clearance of 15'-0" from the centerline of track (including temporary falsework) shall be provided for all bridges. A temporary minimum vertical clearance of 22'-6" above the top of the rail shall be provided for all bridges. The temporary minimum clearance of 22'-6" may be reduced to 21'-6", if prior approval is obtained in writing from SCRRA, CPUC and other operating freight railroads.

Whenever practicable, overhead bridge structure shall have all piers and abutments located outside of the railroad right-of-way. If this is not nor feasible, all piers and abutments shall be located more than 25'-0" from the face of pier to the centerline of the nearest track. SCRRA permission must be obtained to locate piers and abutments closer than 25'-0".

Crash wall, if necessary and as per AREMA standards, shall be provided for piers and abutments located closer than 25'-0".

7.5.2 Underpass

Cast-in-place bridge structure is not approved for construction on SCRRA System. Steel spans with concrete deck (I-beams, deck girders, thru girders), prestressed or precast concrete girders with concrete deck, and prestressed precast box girder bridges are acceptable. Prior to selection of the type of superstructure for the Underpass, SCRRA permission must be obtained.

A minimum vertical clearance of 16'-6" shall be provided for all bridges, measured from the bottom of the superstructure to the higher point of the roadway pavement. A minimum vertical clearance of 15'-0" may be accepted if prior approval is obtained in writing from SCRRA and if sacrificial girders not carrying any railroad loads are provided on each sides of the bridge.

The Public Agency will assume the repair costs for damage to the bridge by highway traffic. In the event of damage to the bridge or the girders by highway traffic, the extent and method of repair shall be agreed upon

by the Public Agency and SCRRA. If the Public Agency fails, refuses or neglects to perform the repair to the bridge, SCRRA will perform any work necessary to place the highway and appurtenances in such condition as will not endanger or interfere SCRRA facilities or operations or jeopardize SCRRA employees. The Public Agency shall reimburse SCRRA for all the expenses.

7.5.3 Shoofly Track

The shoofly track design shall conform to all Federal, State, SCRRA and Local standards and regulations applicable. The shoofly shall be designed for maximum authorized speed for passenger and freight trains shown in SCRRA Timetable and Track Charts. SCRRA permission must be obtained if shoofly is to be designed for lower speeds to meet existing site conditions. The track curve speed, superelevation and spiral length will meet the requirements shown in SCRRA Engineering Standard ES2302.

7.6 Construction

The requirements on construction for Grade Separations are similar to the requirements shown in Section 4.6 for Public Crossings.

7.6.1 Shoofly Track Construction

If existing track is removed temporarily during shoofly construction, the existing rail will be put up on blocks and not on the ground, concrete ties will be stacked with space dunnage boards so that the ties are not resting on the shoulders of the lower ties, clips are put in containers protected from weather and new insulators and pads are used for the track.

The shoofly track can have class 1 relay rails with 6" base (132, 133 or 136) on 14" tie plates, however, the rails and welds will be ultrasonically tested (unless new rail is tested at plant). Wood ties are acceptable for shoofly track with Engineering Standard ES1404 spiking pattern. Jointed rail can be used with less than 1/32" end mismatch and 36" six-hole joint bars.

The track on the underpass structures will be constructed with concrete ties (guard rail ties) and 50 feet on each side of the bridge. If existing rail and concrete ties are used for this work, all welds will be tested ultrasonically, new insulators and pads will be used and all new & replacement clips will be galvanized.

7.7 Maintenance

7.7.1 Overhead

The Public Agency is responsible to maintain, repair, and renew the entire Grade Separation structure, including piers and abutments, retaining walls, lighting, drainage system, roadway pavement, roadway facilities, curb and gutter, striping, signage and appurtenances. Public Agency is responsible for removal of graffiti from the bridge structure, piers, abutments and retaining walls on a regular basis.

7.7.2 Underpass

SCRRA is responsible for the maintenance of the superstructure of the Grade Separation structure above the bridge seats, including bearing assemblies, roadbed, tracks, railroad drainage, and all other related railroad facilities.

The Public Agency is responsible to maintain the bridge structure and appurtenances below the bridge seats,

including piers and abutments, retaining walls, roadway illumination & electrical appurtenances, drainage system, roadway pavement, roadway facilities, curb and gutter, striping, signage, aesthetic or cosmetic design elements or painting added to the superstructure soffits or facades and appurtenances. Public Agency is responsible for removal of graffiti from all component surfaces of the overall project, including retaining walls, substructure and superstructure (above and below the bridge seats) of the Grade Separation structure.

8.0 QUIET ZONES

United States Congress on November 2, 1994 passed Public Law 103-440 ("Act"), which added § 20153 to title 49 of the United States Code. Subsections (i) and (j) were added on October 9, 1996 that amended § 20153 by Public Law 104-264. The law requires the Secretary of Transportation (whose authority in this area has been delegated to the Federal Railroad Administrator (49 CFR 1.49), to issue regulations to require the use of locomotive horns at public grade crossings, but gives the agency the authority to make reasonable exceptions. On January 13, 2000, FRA published a Notice of Proposed Rulemaking (NPRM) in the Federal Register (65 FR 2230) addressing the use of locomotive horns at public highway-rail grade crossings. FRA issued an Interim Final Rule on December 18, 2003.

The Interim Final Rule has all the legal attributes of the finale rule and will be in effect on December 18, 2004. Interim Final Rule on locomotive horns at highway-rail grade crossings published by FRA in Federal Register should be consulted for detailed information on this rule. The rule is available on FRA's Website at <http://www.fra.dot.gov/Content3.asp?P=1318>.

Public Agency should coordinate the design, construction and improvements of Highway-Rail Grade Crossings involved in the Quiet Zone projects with SCRRA.

9.0 CONTACTS

The following is a partial list of agencies that shall be contacted for information on the crossing application, design, construction and funding:

1. SCRRA:

Manager Public Projects
Southern California Regional Rail Authority
700 South Flower Street, Suite 2600
Los Angeles, CA 90017-4101
Phone: (213) 452-0249
Fax: (213) 452-0423
E-mail: mathieu@scrra.net

2. CPUC:

Refer to the CPUC web site for CPUC contacts www.cpuc.ca.gov.

3. CALTRANS:

Refer to the Caltrans www.dot.ca.gov web site for their contacts.

4. SECTION 130:

Refer to CPUC web site for Caltrans Office of Local Programs, Section 130
www.dot.ca.gov/hq/LocalPrograms/sect130/sect130.htm Railroad/Highway At-Grade Crossings
Safety Program (Local) contacts.

RESOLUTION 98-21
OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
REGARDING RAIL-HIGHWAY GRADE CROSSINGS

WHEREAS, the overall purpose of the Southern California Regional Rail Authority (SCRRA) is to design, build and operate a premier regional passenger rail system, including commuter and other passenger services, in Southern California; and,

WHEREAS, consistent with this purpose, SCRRA has undertaken a comprehensive capital program to provide mobility for the region, leading to more livable communities; and,

WHEREAS, as part of this program, SCRRA has adopted a strategic plan which includes eliminating or improving existing at-grade rail-highway crossings, and supporting regional, county and local efforts to build grade-separated rail-highway crossings in the region's passenger rail corridors; and,

WHEREAS, SCRRA and its member agencies, along with the Federal Highway Administration, the Federal Railroad Administration, the California Public Utilities Commission, and the California Department of Transportation cooperate on efforts to increase safety through the minimization and elimination of risks at rail-highway grade crossings, in accordance with Federal and state programs and nationally-recognized transportation and traffic engineering standards and practices;

WHEREAS, SCRRA recognizes that California Public Utilities Commission ultimately determines whether a new rail-highway grade crossing will be built.

NOW, THEREFORE BE IT RESOLVED that SCRRA does hereby adopt the following policy guidelines concerning rail-highway grade crossings;

1. SCRRA shall support and promote the elimination of rail - highway grade crossings to the extent feasible on all regional passenger rail lines.
2. SCRRA shall oppose the creation of new rail - highway grade crossings to the extent feasible on all regional passenger rail lines.
3. SCRRA shall support additional funding for grade separations.
4. Any request for an exception shall be presented by a SCRRA member agency; and, upon request, the SCRRA Board will consider exceptions on a case-by-case basis.
5. The SCRRA shall promote to the extent feasible the improvement of remaining grade crossings in the region's passenger rail corridors through the upgrade of active and passive warning devices and crossing surfaces.
6. The SCRRA would support the creation of a new rail-highway grade crossing only if improvements to other grade crossings, including elimination of grade crossing(s), are made part of the creation of the new grade crossing which together clearly improve public convenience and safety.



Chairman

9-11-98

Date

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM

City of Santa Clarita

August 21, 2013

Name: Julie Conner-Daniels
Organization (if any): Eclipse Farms
Address: 24808 Ader + 21333 Oak Orchard + 24730
City, State, Zip: Newhall, CA 91321 Hacienda
Phone (optional): 661-644-6079
E-mail: (optional) juliecd98@gmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

Y	
---	--

Comments:

I own 3 properties in Placita Canyon. I am COMPLETELY against the project. This format was also ridiculous - no one person in charge + no real format for questions + answers.

IT SHOULD BE VERY OBVIOUS THAT EVERY RESIDENT OF THE CANYON IS AGAINST THIS PROJECT.

There is no reason other than development for this project. No one wants any more development in Santa Clarita. Why does the city NOT LISTEN to the people of the city? What is the real reason for this crossing - not the BS spin -

I AM 3 PROPERTY
VOTES OF NO

Julie Conner-Daniels

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Julie Gorney-Daniel
Organization (if any): Eclipse Farms
Address: 24808 Aden, 21333 Oak Orchard + 24730 Hacienda
City, State, Zip: Newhall CA 91321
Phone (optional): 661-644-6176
E-mail: (optional) julied98@gmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

I am writing a second comment sheet after talking to Ben Curtis who understands this project more completely.

Here are questions I would like answered
① Where is the correspondence from the ~~the~~ railroad companies about this grade? I hear there is a letter stating they are against it

② How am I going to get my 6 horse trailer around a traffic circle? How is this going to work in a fire emergency situation?

③ How is this project going to benefit members of Santa Clarita? How is it going to benefit Placita Canyon residences?

④ How legal is the grade you are ~~proposing~~ proposing @ Dockweiler? How will that work on our days that it is rainy + slick. ~~the~~

- 5) Does a project of this size have to benefit everyone in Santa Clarita?
- 6) Who pays for this project?
- 7) If the residences of Santa Clarita are against it why ~~is~~ would it go forward?

Again - Completely Against This
project

Julie Connu Dimee

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: LARRY L. BIRD
Organization (if any): GOLDEN OAKS APARTMENTS
Address: 24877-109 WALNUT ST.
City, State, Zip: NEWHALL, CA. 91321
Phone (optional): 661-259-6175
E-mail: (optional)

Would you like to remain on our mailing list to receive future project updates?

Yes	No
xx	

Comments:

- 1) THE LYONS AVE EXTENTION SHOULD NOT BE DONE IN ANY WAY, SHAPE, OR FORM.
- 2) ANY CROSSING OF THE RALROAD AND CREEK AT LYONS AVE IS AN ENGINEERING NIGHTMARE.
- 3) IT WILL RUIN THE SPECIAL STANDARDS DISTRICT IN PLACERITA CANYON.
- 4) IT WILL CUT OFF OLD TOWN NEWHALL WHICH WILL RUIN ALL THE PROGRESS WE HAVE MADE THERE.
- 5) I DO NOT SEE ANY BENEFIT FOR MASTERS COLLEGE BY CREATING A THOROFARE PAST THE CAMPUS.
- 6) BY MAKING IT POSSIBLE FOR A DEVELOPER TO PUT A HUGE MULTI USE PROJECT IN A FLOOD PLAIN AND RURAL AREA IS NOT A GOOD REASON FOR MESSING UP SUCH A BEAUTIFUL AREA AND A HISTORIC OLD TOWN THAT HAS RECEIVED SO MUCH TIME, ATTENTION AND MONITARY INVESTMENT TO PRESERVE, REVITALIZE AND PROMOTE FOR SO MANY YEARS.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

NOP COMMENT FORM

City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: *new life Erika Pulido*
Organization (if any): *new life in His presence church*
Address: *24346 Main Street*
City, State, Zip: *Newhall, CA 91321*
Phone (optional): *661-259-4781*
E-mail: (optional) *epulido@newlifep.org*

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

No comment as of yet. Thank you.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
NOP COMMENT FORM
City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: Mary Duitsman
Organization (if any): PC POA
Address: 22120 Placerita Cyn.
City, State, Zip: Newhall, CA 91321
Phone (optional): 661-255-7519
E-mail: (optional) jeduitsman@ca.rr.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

Cost to benefit (improvement of traffic flow) approved at
Concerned about impact to Placerita Cyn. Standards Cityhood.
Concerned about flooding & creek water flow to river bed.
How will a new at-grade RR xing improve traffic movements
and safety?
Concerned this proposed project will make Placerita Cyn
wide open to the public.
Concerned that this has not been adequately studied but
is being pushed through by the Planning Commission
because it is part of the city's original master plan.
Thank you for your attention to our concerns in
Placerita Cyn.

P.S. I am personally concerned there may be special
interests involved in pushing ahead on this project. Tonight
I found out our zoning has been changed from Single Family
Residence to Mixed Use -- without notification -- so trusting
the city has become an issue.

SCOPE

Santa Clarita Organization for Planning and the Environment

TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY

POST OFFICE BOX 1182, SANTA CLARITA, CA 91386



9-1-13

City of Santa Clarita
Mike Hennawy, Senior Engineer
23920 Valencia Blvd...
Santa Clarita, CA91355

Delivered via email to: MHennawy@santa-clarita.com

Re: Notice Of Preparation - Lyons Ave. Extension Project

Dear Mr. Hennawy:

Past road extensions, i.e., Via Princessa extension, received no review before the Planning Commission and no public scoping hearings. Although a community meeting was held recently for this project, it did not include a presentation of the City's proposal, nor did it provide a hearing opportunity for formal community input. Because of the impacts of this project on the community, impacts to Placerita Creek, and the railroad crossings, we urge the City to provide all opportunities to receive public input so that all concerns may be heard and addressed to help develop a project proposal that meets everyone's needs.

Piece-mealing

The California Environmental Quality Act (CEQA) requires that the whole project and its impacts be considered. It is not permissible under CEQA to divide a project into smaller pieces or sections to reduce project impacts that would occur if the whole project were considered.

We assert that this project is being piece-mealed to reduce project impacts. The City fully intends to extend this road to Highway 14. We urge the City to include the impacts of the next phase of this road extension. Obviously it is not going to stop as indicated on the map, but is intended to be built to connect to Highway 14. The next phase will meet several obstacles including a roadway that is too close to existing houses, a steep grade, grading of a significant ridgeline and associated impacts to aesthetics, and the potential for requiring removal of many oaks.

Some of these obstacles may make the extension impractical. If that is the case, these obstacles should be discussed now, rather than wasting money and time on a phase of a roadway that cannot be completed. Indeed, piece-mealing a project, as is proposed by this NOP, is contrary to CEQA guidelines and may open the project to a legal challenge.

GHG Production - Wrong Baseline

The NOP states that there will be no impact to Greenhouse gas production. CEQA requires that the impacts produced by a project be weighed against existing conditions. It is obvious that the NOP analysis has reached conclusions of less than significant impacts throughout the document by first using the wrong baseline. It is well known that in *Save our Peninsula v. Monterey County Board of Supervisors* (2001), 87 Cal.App.4th 99, 125, the Court of Appeal stated:

“Section 15125, subdivision (a), now provides: “An EIR must include a description of the physical environmental conditions in the vicinity of the project , as they exist *at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced. ...This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*” (Italics added.) Furthermore, the section 15126.2 now provides as follows: “In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced” These amendments reflect and clarify a central concept of CEQA, widely accepted by the courts, that the significance of a project’s impacts cannot be measured unless the EIR first establishes the actual physical conditions on the property. (*County of Amador v. El Dorado County Water District, supra*, 76 Cal.App.4th at p. 953, 91 Cal.Rptr.2d 66; *Environmental Planning & Information Council v. County of Carmel-by-the-Sea v. Board of Supervisors, supra*, 183 Cal.App.3d 229, 227 Cal.Rptr. 899.) In other words, baseline determination is the first rather than the last step in the environmental review process.”

We urge the City to include GHG analysis in the DEIR that is weighed against the proper baseline.

Noise

We concur with the NOP analysis that this project will create substantial levels of noise and vibration for the existing residential neighborhoods. We urge the City to include alternative and mitigation to reduce noise levels to existing residents.

Air Quality

Per our comments on GHG, it appears that the City may intend to use the wrong baseline for air quality and traffic analysis.

The Santa Clarita Valley is in a non-attainment area for ozone, PM2.5 and PM10 air pollution. In a rating from marginal to extreme, the SCV was rated severe. Approval of the 2007 Air Quality Management Plan allowed local entities to request a “bump up” to the Extreme classification. This “bump-up” applies to ozone only. The category change allowed an extension of time to comply, but required instituting certain mitigation measures and the attainment of “milestones”. We do not see the required mitigation measures in the DEIR. Nor is there a discussion of the milestones that must be reached in order to comply with the 2007 Air Quality Plan. Without compliance, Federal funding for road expansion will be denied.

The health effects of this pollutant as described on the EPA air quality website are as follows:

Ozone –“(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e)Vegetation damage; and (f) Property damage.”

The attainment date for PM_{2.5} is much earlier than the 2024 extended date for the ozone extreme designation. The PM_{2.5} plan, due in 2008, is still being processed with the US EPA.

Adverse health effects for particulate pollution as described by the EPA website are as follows:

PM₁₀ “(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly”.

PM_{2.5} Same as above.

Based on the thresholds of significance identified in Appendix G of the 2005 *CEQA Guidelines*, a project would have a significant effect on the environment if it would:

- (a) conflict with or obstruct implementation of the applicable air quality plan;
- (b) violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- (c) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

The DEIR should address these issues.

Wildlife corridors and impacts to Placerita Creek

Placerita Creek is a tributary to the Santa Clara River which serves as a major wildlife corridor. The DEIR should thoroughly discuss these issues and provide alternatives that would reduce impacts to Placerita Creek and its function as a wild life corridor.

An alternative should be provided that would enhance the function of this tributary by replanting with native riparian plants, thus enhancing the re-charge and corridor values of the tributary.

At Grade Railroad Crossings

The project proposes an at-grade railroad crossing immediately north of the existing Newhall MetroLink station. At grade crossings are permitted through the California Public Utilities Commission (CPUC). In the past, the CPUC has not granted approval for such crossings. This issue should be discussed in the DEIR. An alternative should be included that provides for a bridge going over the railroad crossing, in the event that such a crossing does not receive approval. The financial requirements for building a bridge should also be discussed in the DEIR.

An at-grade crossing may slow or otherwise impede MetroLink trains on this railroad line, as well as adding to the potential for train/car accidents that already exists at several crossings. The DEIR should evaluate this increased risk. Also, a stalled train may impede emergency access to the Placerita Canyon neighborhood as has occurred in other areas of the Santa Clarita Valley. While the potential for such an impact already exists, it would be increased by the proposal at hand.

Traffic and Circulation

It appears that his project may impact access or create other traffic related problems for the Newhall Library as well as increasing traffic and noise on Lyons Ave. Please address these issues in the DEIR.

Conclusion

We believe that conducting the environmental analysis for this project at this time is premature, unless the City has the funding to begin work and complete the *entire* (not just this first phase).

It appears that the project will have substantial major negative impacts on adjacent residents, reducing both their home values and their quality of life. It will increase cumulative air pollution and add to GHG production in the Santa Clarita Valley.

We therefore urge the City to re-consider moving forward with this project at this time. At a minimum, the City should conduct noticed hearings on this NOP to hear from residents and consider the financial impacts of the project.

We will be providing additional comments as the public process continues and request to receive a copy of the DEIR when it becomes available. Thank you for the opportunity to participate.

Sincerely,

Carmillis Noltemeyer

Carmillis Noltemeyer
Board Member

A handwritten signature in black ink, appearing to read "Lynne Plambeck", is written over a light gray rectangular background.

Lynne Plambeck
President

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Jim Abernethy
Organization (if any): VALENCIA VISTA HOA BOARD
Address: 24457 LEONARD TREE LANE
City, State, Zip: NEWHALL CA 91321
Phone (optional): _____
E-mail: (optional) jimguns@rocketmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

- AS A MEMBER OF THE BOARD I SPEAK FOR MANY OF THE RESIDENTS IN OUR COMMUNITY. A LIST OF QUESTIONS AND CONCERNS FROM OUR RESIDENTS INCLUDE THE FOLLOWING:
- 1) WHY AND WHO THINKS IT'S A GOOD IDEA TO PLACE A MAIN ARTERY IN THE VALLEY THROUGH THE MIDDLE OF A RESIDENTIAL COMMUNITY?
 - 2) SINCE PARKING IS AT A PREMIUM WITHIN THE COMMUNITY, IF THE STREET PARKING IS ELIMINATED WHERE ARE PEOPLE EXPECTED TO PARK?
 - 3) DOCKWEILER ITSELF ISN'T WIDE ENOUGH TO BE A MAIN THRU-FARE AT THE NORTH END OF THE COMMUNITY.
 - 4) WHO WOULD MAINTAIN THE MEDIAN?
 - 5) WILL THERE BE TRAFFIC CONTROL IF THIS "PLAN" PROCEEDS?
 - 6) WHEN THE VIEW FROM THE RESIDENTS IS OBSTRUCTED AND PROPERTY VALUE DECLINES, WILL THE CITY MAKE GOOD ON THE LOSS?
 - 7) THE COMMUNITY IS VERY QUIET, NO TRAFFIC NOISE. A MAIN ROAD WOULD INCREASE NOISE AND DECREASE QUALITY OF LIFE.
 - 8) THE NATURAL LANDSCAPE WILL BE ALTERED, DEGRADING THE AESTHETICS OF OUR COMMUNITY.
 - 9) WILL PUBLIC TRANSPORTATION BE TRAVELING ALONG PROPOSED ROUTE?

- 10) AIR QUALITY WILL FURTHER DIMINISH IN THE VALLEY
- 11) IS THERE GOING TO BE A SIDEWALK AND/OR BIKE PATH FOR RESIDENTS SAFETY?
- 12) WILL A BRIDGE AT THE END OF LYONS CHANGE THE FLOOD PLANE?
- 13) WILL HORSETRAILERS, 5TH WHEELS BE ABLE TO TRAVEL SAFELY?
- 14) WILL THERE BE A ROUNDABOUT ANYWHERE IN THIS PROJECT?
- 15) WHO OWNS THE PROPERTY ON THE EAST SIDE OF THE TRAIN TRACKS WHO WILL SELL TO FURTHER THE PROJECT?

THANK YOU FOR TAKING THE TIME TO ADDRESS OUR CONCERNS.
I AWAIT YOUR RESPONSE TO THESE AND ALL QUESTIONS ASKED

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below---

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

GOD BLESS OUR VETERANS
AND OUR WAY OF LIFE - WE

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

SCOPING MEETING COMMENT FORM

City of Santa Clarita

August 21, 2013

FOUGHT FOR
this!

Name: SUZAN GERSTEL AND DALE GERSTEL
Organization (if any): VETERANS OF PLACERITA CANYON thru
Address: 21699 CAK ORCHARD PRAYER ANGELS FOR THE
City, State, Zip: NAWICALL MILITARY, IN.
Phone (optional): 661-799 5805
E-mail: (optional) boazgerstel@sbcsglobal.net

Yes No

Would you like to remain on our mailing list to receive future project updates?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Comments:

REALLY SURPRISED JUST TO FIND POSTERS AND
REFRESHMENTS AND PAPER TO LEAVE COMMENTS
WHICH MAY GO ON DEAF EARS. I AM HERE TODAY TO
ALSO REPRESENT OUR VETERANS OF PLACERITA CANY,
THRU THE NOW GRAFT PRAYER ANGELS FOR THE
MILITARY, INC. OUR VETERANS HAVE RISKED
THEIR LIVES FOR OUR COUNTRY AND THEY DO NOT
FEEL THAT THEY ARE BEING HEARD. SETTING THEM
UP TO DESTROY THEIR WAY OF LIFE IN THE CANYON,
HURTING OUR PROPERTY VALUES, MAKING OUR
AREA MORE UNSAFE. FEEL LIKE WE DO NOT HAVE
REPRESENTATION. EVERYONE IS VOTING AND
PLANNING THE DESTRUCTION OF OUR CANYON.
THE FEELING OF OUR AREA WITH HORSES, KIDS,
SMALL TOWN FEELING. DALE AND I FEEL THIS
WAY ALONG WITH THE MANY VETERANS WHO
ARE IN OUR CANYON. THEIR VOICES NO MATTER
AND IF IT JUST DOESN'T FEEL LIKE IT, WE SHOULD
TREASURE THIS PLACE, NOT DESTROY IT. SHAME
ON YOU, SANTA CLARITA! SUZAN GERSTEL

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

NOP COMMENT FORM

City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: Edna Adams

Organization (if any): _____

Address: 19825 Ermine St.

City, State, Zip: CANYON COUNTRY, CA. 91351

Phone (optional): _____

E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates? Yes No

Comments: I like to keep up with what is happening and what is going to happen.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: RANDALL & RENEE BERGLUND
Organization (if any): _____
Address: 21556 PLACERITA CANYON ROAD
City, State, Zip: NEWMALL, CA 91321
Phone (optional): 661.799.1539
E-mail: (optional) renee.berglund@gmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

Comments:

IT WAS MY UNDERSTANDING DOCKWEILER DR EXTENSION WAS FOR MASTER'S COLLEGE TO EXPAND THEIR DOMS. THE ROAD CAN BE EXTENDED WITHOUT GOING TO LYONS AVE AND MAKING IT A MAIN ROAD. BEING A RESIDENT THAT WILL FEEL A PERSONAL IMPACT, (THE ROAD WILL NOW BE IN MY FRONT YARD), I DO NOT THINK MORE TRAFFIC WILL HELP ANYONE OR ANYTHING. DRIVING THE TRAFFIC TO SIERRA HWY WILL ONLY CAUSE MORE PROBLEMS. THE CURRENT DRIVERS DRIVE ABOUT 60-65 MPH. WHEN TURNING ON A GREEN ARROW ONTO PLACERITA CANY I HAVE BEEN HIT ALMOST 6 TIMES IN THE LAST COUPLE OF WEEKS. DRIVERS HAVE MADE SIERRA HWY A "JUNIOR" FREEWAY.

THE MONEY FOR THIS PROJECT COULD BE BETTER SPENT...

- 1.) BOOKS FOR NEWMALL LIBRARY
- 2.) LANDSCAPE SIERRA HWY BETTER GOLDEN VALLEY + NEWMALL AVE
- 3.) CLEAN-UP OLDER PARTS OF THE TOWN
- 4.) THE LIST CAN GO ON AND ON

WE ARE AGAINST THIS PROPOSED PROJECT.

PLACERITA (CA) WILL BE IMPACTED. IT IS A RURAL COMMUNITY...
OR WAS. THE AMOUNT OF NOISE WILL ECHO IN THE CANYON.

AT THIS TIME WHERE DOCKWELER ENDS THERE ARE HAWKS
AND OTHER BIRDS THAT ARE NESTING THERE. IT WILL CHANGE
THE DYNAMICS OF THE WILDLIFE AND THE LANDSCAPE.

I UNDERSTAND THIS WAS IN THE MASTERPLAN... BUT DOES
THAT MEAN IT CAN'T BE CHANGED? PLEASE SAVE THIS
COMMUNITY AND AREA BY STOPPING THIS GROWTH & CHANGE.

THANK YOU.

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Mark Berlinger
Organization (if any): _____
Address: 21605 Placerita Canyon Rd
City, State, Zip: Newhall
Phone (optional): 661-755-5479
E-mail: (optional) luigi2000@dslxtreme.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

I do not like the format of this meeting. This is too unorganized. This is a headache for developers. No thank you. I don't like the poor choices presented - none of them.
MB 8/21/2013

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Rhonda Berlinger
Organization (if any):
Address: 21605 Placerita Canyon Rd
City, State, Zip: Newhall CA 91321
Phone (optional): 661-259-6631
E-mail (optional): berlingrph@attentive.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

I do not like this project!

NO Where is there a study on crime that will come into the area.

There is lots of crime on Dockweiler Dr what is the city doing about that? I don't want the crime to spill into Placerita Canyon.

It makes more sense to connect Dockweiler to Market St.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Christian Boyer
Organization (if any): _____
Address: 24919 ALDERBROOK drive
City, State, Zip: NEWHALL CA 91371
Phone (optional): (661) 310-3340
E-mail: (optional) chrisboyer7@aol.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

all plans should have pros and cons, but I can't see any pros for this one. This particular project makes a light backing up at 13th street for residents only to a potential huge one at the Lyons Ave extension having to receive the flow of cars from the 14th since the overpass and tracks will be at ground level.

Just looking at the plan defies common sense with a huge spending, disruption of special state land and still having a huge problem crossing the railroad.

Why don't you connect directly Marshall Ave with Lyons before the library - if the concern, as explained to us tonight, is to lighten the connection between the 14th and Lyons Ave.

Example I am opposed the project the less I see any benefit to it besides the city developing a land, giving a special status and establishing new boundaries for tax purposes.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: MITCH BEVORNER

Organization (if any):

Address: 24814 HORSESHOE LN

City, State, Zip: NEWHALL CA 91321

Phone (optional):

E-mail: (optional)

Would you like to remain on our mailing list to receive future project updates?

Yes No

Comments:

I am primarily concerned with 2 problems:

1) The danger of having more cars pass over an at grade crossing, contrary to the PUC's previously stated preference. Keeping the crossing at 13th will reduce the number of cars crossing and reduce the risk of a terrible calamity.

2) Flooding. All the proposed construction will adversely affect a flood control zone.

being
This entire process is ^{being} done plainly despite extraordinary objection from the impacted community. Placentia Canyon is a special standard district for good reason. STAY AWAY FROM YOU IF THE MIGHTY (DEVELOPERS) DOLLAR TRUMPS PRESERVING A PROMISE MADE TO THE RESIDENTS OF PLACENTIA CANYON BY THE CITY.

Subject: RE: LyonsAve/Dockweiller Drive Extension Project
Date: Tuesday, September 3, 2013 4:16:52 PM Pacific Daylight Time
From: Mike Hennawy
To: 'Sandra Cattell'
CC: 'Shane Parker'

Thank you Ms. Cattell for your comments. I forwarded them to my environmental consultant to include in the EIR.

If you have any questions, please don't hesitate to contact me.

Thanks,

Mike Hennawy
Senior Engineer
City of Santa Clarita

Phone: (661) 286-4056
Email: MHENNAWY@santa-clarita.com
Web: <http://www.santa-clarita.com>



P Think before you print

From: Sandra Cattell [mailto:SandraCattell@burbankusd.org]
Sent: Tuesday, September 03, 2013 4:11 PM
To: Mike Hennawy
Subject: LyonsAve/Dockweiller Drive Extension Project

Dear Mr Hennawy,

I am a 34 year resident of Santa Clarita who moved to Placerita Canyon for the quiet, rural equestrian lifestyle. This project would substantially damage the community I live in, as well as create an unsafe crossing of the railroad tracks. Currently there are about 460 homes in Placerita Cyn, and a smattering of commercial business. Residents are able to use the south gated entrance whenever going in that direction with the use of a gate card, which many residents take advantage of, but we still use 13th street when going into Newhall. In spite of the decreased traffic due to the south access, residents must still often wait at the tracks for trains to clear the station and the crossing.

The plan will increase the traffic using the crossing over the tracks by making it convenient to go down Lyons and use the proposed Dockweiller Extension. The increase in traffic would come from the revitalization of Newhall, additional proposed development in Placerita Canyon to the tune of over 750 new homes and a lot of commercial development, and the revitalization of Lyons Corridor. Additionally, there will be increased traffic from the development of the approved Disney Project and the approved Gates-King Project. Even if the crossing was expanded to 4 lanes (2 in each direction) it could not adequately handle the destined increase in traffic. It would increase the wait times for ingress and egress of Placerita Canyon residents.

Another problem would be the additional impacts to the lifestyle of Placerita Canyon residents like myself. Taking

down the bluffs that shelter the canyon, and actually define the canyon would open it up for noise and light pollution, from both trains and the city. Placerita Canyon is a low-key, rural equestrian community, where kids still ride their horses down to the Sidestore on hot days for a soda. Also negatively impacted would be the residents along Dockweiler, who depend upon the street as a place to park their cars, but more importantly, as a place to walk, as there are NO SIDEWALKS, and actually, no place to put them either. In some places the walls of homes are within feet of the street.

The proposed crossing at Lyons would also be over the Newhall creek, creating the possibility of pollution of our local Newhall water, as well as a disruption to the flora and fauna that depend upon the creek. It would be adjacent to a large floodway area.

Lastly, I do not see how Newhall Avenue could possibly be raised the 4 1/2 to 5 feet necessary for an at-grade crossing without seriously impacting the neighborhood and surrounding neighbors who use Newhall Avenue daily for their north-south commute. It would be endangering the community, as it would hinder the ability of residents to get out of the community, as we have seen when traffic has been diverted to Newhall Ave. in freeway emergencies.

Please protect our community, and do not put in the Dockweiler extension, nor the Lyons crossing. Preferred by myself and my neighbors would be a safety upgrade of the 13th street crossing, without encouraging additional usage.

Thank you for the opportunity to give my comments,

Sandra Cattell

21648 Oak Orchard Rd,

Newhall, Ca 91321

661 250 0433

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: LINDA CLARK

Organization (if any): _____

Address: PLACERITA Cyn

City, State, Zip: NEWBALL

Phone (optional): _____

E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Comments:

OW

How is road going to cut thru
Canyon + ridges to get from Dockmuck
to 12th/Arch? Is a Complete EIR report
going to be done + published?

How easy will RR crossing be for
Pleasanton Cyn residents?

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

Subject: FW: Comments on Proposed Lyons Avenue/Dockweiler Drive Extension Initial Study Checklist
Date: Thursday, September 5, 2013 11:34:19 AM Pacific Daylight Time
From: Mike Hennawy
To: 'Shane Parker'
CC: Henrik Nazarian, James Chow

From: Darrell Clarke [mailto:darrclarke@gmail.com]
Sent: Tuesday, September 03, 2013 5:33 PM
To: Mike Hennawy
Subject: Comments on Proposed Lyons Avenue/Dockweiler Drive Extension Initial Study Checklist

Mike Hennawy
City of Santa Clarita
via email

Thank you for the opportunity to comment on the Proposed Lyons Avenue/Dockweiler Drive Extension Initial Study Checklist. Here are three points I'd add to your draft checklist:

1. I don't see reference to vertical or horizontal alternatives to this proposed railroad grade crossing at Lyons Avenue, which one would expect in a Draft EIR. In particular, it is the policy of Metrolink and the CPUC to discourage new railroad grade crossings in favor of grade separations, especially for such a major arterial as Lyons/Dockweiler: "Any new highway-rail grade crossings are strongly discouraged by not only the SCRRA but by the CPUC and FRA and other State and Federal Agencies." Page 3, [SCRRA HIGHWAY-RAIL GRADE CROSSINGS](#), June 30, 2009.

A further difficulty – and construction impact – of such a grade crossing is the significant elevation difference between Railroad Avenue and the adjacent railroad tracks that would have to be filled in.

2. I'd elaborate on the note under XVI. Transportation/Circulation, Response a-g, "The potential of the Project to cause a substantial change in traffic patterns in relation to existing traffic loads and capacity on local streets will be analyzed in the EIR." Cumulative impacts of revitalizing downtown Newhall, development of the new Gates King and Disney projects, and the projected over 750 new homes and commercial development in Placerita Canyon would likely turn quiet, narrow Dockweiler (currently with no sidewalks) into a major traffic corridor.

3. And in addition to the Response under I. Aesthetics, substantial bulldozing of hills that create the Newhall Creek canyon would potentially impact the larger Placerita Canyon community with increased noise and light.

Darrell Clarke
24804 Parchman Avenue
Newhall, CA 91321



**LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013**

Name: Janifer Costin
 Organization (if any): _____
 Address: 73820 Lyons Ave
 City, State, Zip: Newhall Ca 91321
 Phone (optional): 661-803-0983
 E-mail: (optional) [scribble]

Would you like to remain on our mailing list to receive future project updates? Yes No

Comments: Bottom line: the City wants this "project"
~~to~~ not because of better flow of traffic
but because the City wants to open
up the large field across from 13th
St to build Residential PERIOD!
I can not believe the nature of this so
called meeting. You didn't have chairs out
for these people?!

No I am not a Canyon Resident However
I am a Newhall Native - family here
since 1945.

Please Please take the energy and
build elsewhere.

Charles and Mary Jo Haendle

August 26, 2013

21035 Placeritos Blvd. Newhall, Ca. 91321

mjh@ca.rr.com

Att: City of Santa Clarita

Lyons Avenue/Dockwieler Drive Extension Project

23920 Valencia Blvd. Suite 300 Santa Clarita, Ca. 91355

In regards to the Dockweiler extension and at grade railroad crossing at Lyons Ave

We just want to say that we are very much against this. We think it is an unnecessary expense for something that doesn't need fixing in the first place. We have lived in Placerita Canyon for over 40 years and have found the crossing at 13th. Street to be more than adequate. The money to move the crossing could be much better spent finishing some of the other road projects going on around Santa Clarita. The extension of Dockweiler would benefit no one in our opinion except Lorene Weste in the sale of her property to build the road. Moving the roads would necessitate removing the storage units and maybe other businesses in that area. It would add more congestion at Sierra Hwy as it does not lead onto the freeway and would hinder the already congested intersection of Sierra Hwy and Newhall Ave in trying to get to the freeway. I really don't see that it would be convenient for anybody to use that road.

As for moving the crossing to Lyons Ave we feel that would only add more congestion and confusion in trying to get out of the canyon and would put the businesses out of business that are along the railroad tracks and Arch Street. That location would be too close to the metrolink station and would cause the gates to close every time a train is in the station adding more waiting to get out of the canyon even if the train is stopped at the station.

If homes are ever built (which would destroy the canyon) they should be re-routed over to the Wiley Cyn bridge area and money better spent on putting the Via Princessa road through to the freeway. There is only a short distance to span to complete that road and would serve many more people than Dockweiler would. It would be much less expensive and not necessary to move the railroad crossing. If the city has extra money they want to spend it would be much appreciated if it went to aid some of our schools or other causes that would benefit the people of Santa Clarita.

Chels F Hendle
Mary Jo Hendle

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: BILL & MARTY HANNA
Organization (if any): _____
Address: 21161 PLACERITA CANYON ROAD
City, State, Zip: NEWHALL CA 91321
Phone (optional): 661 310-7770
E-mail: (optional) BELLMANNA@SOLCALLOCAL.NET

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

WE ARE TOTALLY AGAINST THIS. WE
LEAVE ON PLACERITA CANYON ROAD. THE
PROPOSED PROJECT AND THE ALTERNATIVES
WILL MAKE IT MORE DIFFICULT TO GET TO
LYONS AVENUE. (I THINK IT IS UNLAWFUL
THE 13TH STREET CORRIDOR WILL REMAIN
OPEN.) WHO THINKS THIS IS A GOOD IDEA?
I DON'T SEE ANY BENEFITS AND MULTIPLE
PROBLEMS.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
NOP COMMENT FORM
City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: Steve Howard
Organization (if any): _____
Address: 21524 Aden Ave
City, State, Zip: Newhall CA 91321
Phone (optional): 661-254-6295
E-mail: (optional) sthoward@stglocal.net

Would you like to remain on our mailing list to receive future project updates?

Yes No

Comments:

- * As a resident of Aden Ave I'm completely opposed to the proposed project. If the proposed project is built, my dead end street will turn into a high traffic exit/entrance street to Placerville Cyn.
- * I'm requesting evaluation of home values on Aden Ave to be included in the EIR.
- * I'm requesting an evaluation of Traffic patterns, Volumes, & noise be included in the EIR.
- * I'm requesting a safety evaluation of the new at grade crossing (with increased traffic load) be included in the EIR.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Ann Jones
Organization (if any): _____
Address: 24855 Quigley Canyon Rd.
City, State, Zip: Newhall
Phone (optional): _____
E-mail: (optional) dearbrook49@gmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

How will this new road impact the equestrian nature of our community. This is a neighborhood that retains its rural appearance and land use. Horses + traffic = noise; poor air quality - do not mix.

Please explain why Newhall Avenue - which is not crowded or subject to congestion at any hour of the day or night - has to have a parallel road to "relieve congestion."

The traffic flow at the placerville canyon/ railroad ~~part~~ avenue end of this plan is very poor - one way streets/ rutted dirt arterials. Do not need to add more traffic to this neighborhood.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM

City of Santa Clarita

August 21, 2013

Name:

Olya Kacemar

Organization (if any):

Address:

24979 Alderbrook D

City, State, Zip:

91321

Phone (optional):

E-mail: (optional)

Yes No

Would you like to remain on our mailing list to receive future project updates?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

I'm concerned that this will bring increased traffic into Placerita Cyn which will impact our:

- horseriding
- dog walking
- jogging
- bicycle riding

We recaptured our rural lifestyle when we closed off Placerita Cyn to outside traffic. Now this Lyons extension is a threat to us

When the Long train stops at the station, there will be a traffic jam

A roundabout would be deadly to our horse trailer exit strategies particularly during fire evacuation. Imagine 15 trailers trying to exit a round about. (Over)

Since Palomino Estates was paved, ^{instead of} channeling ^{to wash,} the drainage now runs down Alderbrook. During every rainy season my property is impacted + flooded. Any future paving will impact other homes + ranches in our canyon.

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Catherine Kim
Organization (if any): _____
Address: 24412 Leonard Tree LN, #203
City, State, Zip: SANTA CLARITA CA 91321
Phone (optional): _____
E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: I do not know why we need
to open the project. The way
it is, as projected, it doesn't
help traffic situation.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: MARY FRANCES LARSON
Organization (if any): _____
Address: 21820 Placitas Blvd
City, State, Zip: Newhall, CA 91321
Phone (optional): _____
E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Why ruin the front of the library with the ramp up to the "at grade crossing" -

Better - enter Placitas Canyon going west to Arch St, from Race St.

OR cross tracks at 14th or 15th St. and go right into the development (planned)

→ if the city is looking for another exit out of downtown Newhall - revisit Valley St + Calgrove - that road is in & paved -

OR - push Wuley Cyn thru as per that plan.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: EUGENE LEARY
Organization (if any): _____
Address: 21236 SIMAY LANE
City, State, Zip: NEWBALL CA 91321
Phone (optional): 661 803-8120
E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

I HAVE SEVERAL QUESTIONS WHICH WERE NOT ADEQUATELY EXPLAINED BY STAFF THAT WILL NEGATIVELY IMPACT MY NEIGHBORHOOD AND EFFECT THE RURAL EQUESTRIAN LIFESTYLE. I NEED ANSWERS TO THESE QUESTIONS

1. WHAT MITIGATION TO THE SUBSTANTIAL LIGHT & GLEAM THE PROJECT WILL HAVE NEGATIVE IMPACT ON AIR QUALITY. AS
2. AN ASTHMA SUFFERER HOW WILL THIS DANGER BE MITIGATED AND NOT FORCE ME TO MOVE?
3. THIS PROJECT WILL HAVE A SIGNIFICANT IMPACT ON BIOLOGICAL RESOURCES, WHAT MEASURES WILL BE TAKEN? STAFF AT MEETING HAD NO ANSWER SAYING CALIFORNIA DEPT OF FISH & GAME WILL HAVE SAY. THATS NOT AN ANSWER
4. WHAT MEASURES WILL BE PUT IN PLACE TO MITIGATE EARTHQUAKE RELATED DAMAGE AND PROXIMITY TO AT LEAST TWO FAULT LINES
5. ANSWERS TO QUESTIONS ON EFFECTS THE PROJECT WILL HAVE ON HYDROLOGY AND WATER QUALITY? EXAMPLES ARE ALLOWING EXISTING DRAINAGE PATTERNS AND EXCEED EXISTING CAPACITY FOR DRAINAGE AND STORM RUNOFF.
6. THE PROPOSED CROSSING WILL SIGNIFICANTLY IMPACT CIRCULATION

AND ACCESS BY RESIDENTS IN PLACERITA CYN. WHAT WILL BE
DONE TO MAINTAIN LIMITED ACCESS TO CANYON & VOLUME OF TRAFFIC.

7. I WAS NOT GIVEN AN ANSWER ON HOW OR PLAN TO ADDRESS THE
INCREASED NOISE CREATED BY THIS PROJECT, THE INCREASE
IN AMBIENT NOISE TO PLACERITA CYN NEGATIVE EFFECTING
RURAL SOQUESTRIAN SPECIAL STANDARDS.

THESE ARE JUST SOME OF THE QUESTIONS I HAVE. THE ABOVE
QUESTIONS WERE NOT ADEQUATELY ANSWERED AND I HAD NO
WAY OF RECORDING THE ANSWERS.

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: GENE LEARY

Organization (if any):

Address: 21230 SHAY LANE

City, State, Zip: NEWHAILE CA 91321

Phone (optional): 661 802-8120

E-mail: (optional)

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

IN THE PAST WHEN THE CITY HAD "SCOPING MEETING"
THERE WAS A PRESENTATION BY CITY STAFF ON THE PROJECTS,
QUESTIONS ASKED AND ANSWERED, AND A RECORD OF RESPONSES
MADE. THE "OPEN HOUSE" METHOD AS DISENGAGING, CONFUSING,
AND COUNTER PRODUCTIVE.

AT ENTRANCE TO THE ROOM THERE WAS A SIGN IN BUT NO INFORMATION
GIVEN ON HOW THE "OPEN HOUSE" WAS BEING CONDUCTED. IT APPEARED
THAT WAS NO ONE PERSON IN CHARGE. THERE WERE NINE STATIONS
WITH PLACARDS AND A STAFF MEMBER "MANNING" THE STATION.
THERE WAS NO METHOD FOR RECORDING QUESTIONS AND ANSWERS.
NOW A CITIZEN HAS TO TALK TO NINE DIFFERENT PEOPLE TO GET
ANSWERS AND NOT HAVE THE BENEFIT OF LISTENING TO OTHER
QUESTIONS AND ANSWERS TO GAIN KNOWLEDGE AND A BETTER UNDER-
STANDING OF THE PROJECT. WITH 70+ PEOPLE IN ATTENDANCE
HOW CAN THAT AMOUNT OF PEOPLE UNDERSTAND THE TOTALITY
OF THE PROJECT? NOT PHYSICALLY POSSIBLE. WHY THE CHANGE
IN FORMAT, IS THIS "OPEN HOUSE" METHOD IS WRONG AND
THE OTHER SCOPING MEETING SHOULD BE CONDUCTED SO THE
PUBLIC CAN BE BETTER INFORMED AND THE PRESENTATION BY
CITY STAFF IS CAPITALIZED FOR FUTURE DISCUSSION.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Robert G. Leeman
Organization (if any): _____
Address: 21231 Simay Lane
City, State, Zip: Newhall CA 91321
Phone (optional): _____
E-mail: (optional) rgleeman@aol.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: The city is betraying its promise
to Placerita Canyon

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Robert G. Leemon
Organization (if any): _____
Address: 21231 Jimmy Lane
City, State, Zip: 91321
Phone (optional): _____
E-mail: (optional) rgleemon@aol.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No

Comments: Are you going to close off Placerita Canyon Rd so people using the extension cannot turn left + come into Placerita Cyn?

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Ron & Carolynn Mondell
Organization (if any):
Address: 24234 Meadview Avenue
City, State, Zip: Newhall, CA 91321
Phone (optional): 661-254-8323
E-mail: (optional)

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Please consider Sunday church traffic and evenings when the church groups meet (Wed & Friday) As the canyon has 3 separate churches ^{currently} not including Mastak's college, traffic can be very hectic on weekends as well as weekdays.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Devin Taylor Otte & Colleen Otte
Organization (if any):
Address: 24475 Valk Del Oro #205
City, State, Zip: Newhall CA 91321
Phone (optional): 661-505-5255
E-mail: (optional) mrotte777@gmail.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Comments:

This project is going to cost the tax payers too much money. There are plenty of others streets to travel down to get to Lyons. The citizens of Newhall protest this invasion! I don't want this to go through. The environmental impact will be major due to excess vehicle traffic

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Colleen O'Leary
Organization (if any): Home Owner
Address: 29485 Vista Verde Dr
City, State, Zip: Northridge CA 91321
Phone (optional): 818 300-7778
E-mail: (optional) colleen.oleary@att.net

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

This will affect the aesthetics of the neighborhood
Air quality will be poorer due to increased traffic.
Landscape design will be affected. There will
be harm to the natural environment which
now supports wildlife. There will be increased
noise and more air pollution. Overall living
quality in the surrounding neighborhood will
be poorer. I oppose the project.

8-21-13

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
NOP COMMENT FORM
City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: Réal and Barbara PARADISE
Organization (if any): Placitas Cyn Homeowners
Address: 22176 Placitas Blvd.
City, State, Zip: Newhall, CA 91321
Phone (optional): 661 255-9593
E-mail: (optional) rparadise4@juno.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Thank You Sincerely for
inviting all of us to come and learn
as we ask and listen to the cities
master plan from the excellent
representatives here tonight

The traffic congestion that will be
created from the future (600 units)
would be a nightmare getting out of the
canyon from 12th Street.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Nelly Phen
Organization (if any): _____
Address: 24736 Oak Creek Ave.
City, State, Zip: Newhall CA 91321
Phone (optional): _____
E-mail: (optional) phen1@pacbell.net

Would you like to remain on our mailing list to receive future project updates?

Yes No

Comments: Same plan, same fight. The only reason that the city is trying to push this project again is to open up UNWANTED growth in Placerita Cyn. The only reason for this expansion is to allow the building of houses and apartments. Growth is not always good. Placerita Canyon is one of the only remaining rural communities in the SCV that has been able to stand our ground and fight for the beauty that we live in. I have lived in the Canyon for over 50 years as many residents have - some even longer. We have had to fight for years to keep the Canyon as is. This is how we want it. The closing of 13th and opening the other crossing is a horrible idea. The city continues to push growth. The Canyon doesn't want grow, apartments, businesses or more people.

over →

And ---- This open house format was brilliant on your part - make it difficult and uncomfortable for us to actually voice our opinions. No chairs, No Chance to get up and speak. A disappointing evening. A bunch of elderly residents who care deeply for their neighborhood and you provide a chaotic atmosphere without information - or chairs.

So now the city is telling us that this is about providing roads for future development. CRAP! You can't develop in the canyon without this crossing.

Once again we bring up the conflict of ~~interest~~ interest issue re: Laverne West also. How much money will the city pay her for her land so the crossing can go through?? Or now she can develop?

You are trying to pull the wool over the residents eyes. We know this is not about traffic. It's about greed

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below --

City of Santa Clarita

23920 Valencia Boulevard, Suite 300

Santa Clarita, CA 91355

Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM

City of Santa Clarita

August 21, 2013

Name: Linda Redmond
Organization (if any): _____
Address: 21107 Placerita Canyon Rd.
City, State, Zip: Newhall, CA 91321
Phone (optional): 661/254-1926
E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input checked="" type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------

Comments:

Just asked the city employee
to explain the benefits of this
project and he said there is
none. So what is the point!
Stop the project.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Mike Romona

Organization (if any): _____

Address: _____

City, State, Zip: _____

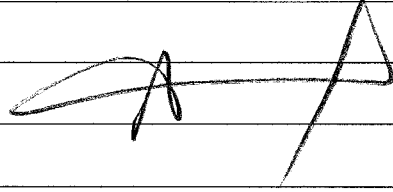
Phone (optional): 810-0195

E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: I feel we use the money on a more
reputable Project, rather than
this Lower Waste Bond deal



**City of Santa Clarita
23920 Valencia Blvd. Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy**

9- 23-2013

**Lyons Ave./ Dockweiler Drive Extension Project
Concept meeting Comment Form
August 21, 2013
At Grade Crossing**

I am Donald J. Rendall and family and I have lived in the Placerita Canyon area of Santa Clarita for 32 years. I want to thank you for the opportunity to be heard to express my concerns about this subject.

The question WHY is this issue on the City Santa Clarita master plan reoccurring? City staff states that this road development is needed to provide and improved traffic flow and emergency access to the Placerita canyon community.

When the private road Placerita Canyon Rd. was closed at one end only by the Placerita Canyon Association. The through traffic was curtailed, when Placerita Canyon was gated at one end. This limited and reduced the number of crossings at the 13th street at grade rail crossing. If Dockweiler is s connected to Placerita Canyon Rd. traffic would double or triple at an at grade crossing, whether 13th street or Lyons avenue extend is the at grade crossing.

The ideal solution would be a road crossing under or over the railroad track and the elimination of one of the existing at grade crossing. Also develop Arch street east side of the railroad to and include Placerita Canyon, Dockweiler connection and Newhall Ave. south of the at grade crossing at Railroad avenue and Newhall avenue.

The City of Santa Clarita City Planning must be asked the following questions:

1. What is the purpose of moving the existing crossing at 13th Street to a larger Lyons Ave crossing? Which would cause three at grade

- crossings within 3/8 of a mile. (Newhall / Railroad Ave., Market Street and the new proposed Lyons Ave.)
2. Where is traffic going to or from east of the proposed Lyons Ave new at grade crossing?
 3. What is going to handle the traffic presently using the 13th Street at grade crossing?
 4. Is Dockweiler going to connect to Lyons Ave. to provide an east/west route across the Santa Clarita Valley to Sierra Highway?
 5. Is Wiley Canyon / Via Princessa bridged railroad over crossing to provide an east/west route across the Santa Clarita Valley to the 14 Fwy. and/or Sierra Highway?
 6. Has the City of Santa Clarita studied the possibility of using the existing Market Street at grade crossing and extending the connection to Dockweiler? (no additional R/R crossing needed)
 7. How will the proposed future development impact the Lyons Ave. crossing and the removal of the 13th Street at grade crossing.

The 13th Street at grade railroad crossing presently accommodates the vehicular traffic; of Placerita Canyon residents, 4 Churches, 1500 student most which don't drive daily and staff at Masters College and Town & Country preschool all, use 13th Street on a daily basis and is gated that restricts options to the traffic volume. If the 13th Street at grade crossing where eliminated and Lyons extension railroad crossing allowed. What will Dockweiler's, future development? Additional through traffic must be considered at peak traffic times, not the average rate as stated in the Stage I EIR.

A tentative concept approval from the CPUC must be formed prior to presentation to the community with mediation measures.

A full financial impact must be communicated to community on each of the proposed alternatives.

In Conclusion:

I believe it is unconscionable to install an at grade railroad crossing when other options are available. The manipulating of the EIR process by omitting the facts that are needed for the CPUC to measure the true impact. Also omitting the required information in Stage I EIR in order to minimize the

migration measures or sway a reasonable persons judgment is gross negligence on the part of the City of Santa Clarita and staff.

If the PUC is given the full information in the (Stage I EIR) of an at grade railroad crossing with the knowledge of the increased vehicular traffic, and increased rail future usage of the tracts when they are being used for freight and metro link schedules, Bullet Train etc. Options to follow:

1. The CPUC would likely conclude that a new bridged over crossing at Lyons Ave, is in best interest of public safety.
2. The CPUC must deny the Lyons Ave request until the Stage II EIR is complete for review.
3. Or/ Deny the new Lyons Ave crossing to explore the utilization of the existing Market Street at grade railroad crossing with no impact to the Rail system, and connect to Dockweiler via Arch St, from the development east side transition road .
4. Leave the 13th Street at grade rail crossing as it is.

Donald Rendall
21926 Placeritos Blvd.
Newhall, CA 91321
(661) 254-3473
e-mail modon@ca.rr.com

CC:
California Public Utilities Commission (CPUC)
e-mail Shane@parkerenvironmental.com

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Michael Round

Organization (if any): _____

Address: 21637 Oak Orchard Rd

City, State, Zip: Newhall, CA 91321

Phone (optional): 661-877-3146

E-mail: (optional) mkround@yahoo.com

Would you like to remain on our mailing list to receive future project updates?

Yes No

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Comments:

Placerita Canyon homeowners should continue to be protected from future development and an influx of traffic caused by the dockweiler extension. If the extension is continued the city should pay for PCPOA fees to maintain gating of current property and protect current living and property conditions. Via Princessa should be the first extension priority.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: JOSE RUBIO
Organization (if any): _____
Address: 24412 LEONARDI TREE LN. 204
City, State, Zip: NOVHALL, CA. 91321-4274
Phone (optional): _____
E-mail: (optional) _____

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Pls. send future updates of LYONS / DOCKWEILER EXT. PROJECT ONLY

Concerned ABOUT TRAFFIC ^{that it will} CREATE ~~IF~~ THIS PROJECT GOES THRU.

**CITY OF SANTA CLARITA
DEPARTMENT OF PUBLIC WORKS
NOTICE OF PUBLIC SCOPING MEETING**



PROJECT: Lyons Avenue / Dockweiler Drive Extension

PROJECT LOCATION: Eastern terminus of Lyons Avenue, at Railroad Avenue

PROJECT APPLICANT: City of Santa Clarita

MEETING DATE & TIME: Wednesday, August 21, 2013 | 6:00 p.m.

MEETING LOCATION: Santa Clarita City Hall, Century Room
23920 Valencia Blvd., Santa Clarita, CA 91355

MEETING FORMAT: The scoping meeting will be an open house format consisting of several stations covering various environmental topics. City staff and project consultants will be available at the scoping meeting to provide information on the project and the environmental review process. Comment cards will be provided for you to provide your written comments regarding the scope of the environmental areas to be analyzed. You may submit your written comments at the meeting or any time prior to the end of the comment period.

PROJECT DESCRIPTION: The Lyons Avenue / Dockweiler Drive extension project is being coordinated by the City of Santa Clarita to implement the General Plan and to improve circulation and access to the Placerita Canyon and Newhall communities. The project includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive at the Master's College site. The project will include reprofiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad grade crossing east of Railroad Avenue. The new Lyons Avenue railroad grade crossing would improve traffic movements and safety at the railroad crossing. The City proposes the potential closure of and/or modification to the existing 13th Street railroad crossings, as part of this project. The proposed project will be approximately 0.40 miles in length and would include a four-lane facility with a 12-foot raised landscaped median and a 13-foot parkway (8-foot sidewalk and 5-foot parkway) on each side. The travel lanes would be 11 feet wide with a five-foot bike lane. The typical right of way width will be 92 feet, consistent with the General Plan.

ENVIRONMENTAL REVIEW: An Environmental Impact Report (EIR) will be prepared as part of the review of this project. A Notice of Preparation (NOP) of the EIR for the project has been distributed to responsible agencies and the review period for the NOP is from August 5, 2013 to September 3, 2013. On Wednesday, August 21, 2013, the City of Santa Clarita will be conducting a scoping meeting for public input on areas of interest to be analyzed within the EIR.

If you would like to receive a copy of the NOP, please go to <http://www.santa-clarita.com/nop>. For further information regarding this scoping meeting, you may contact the City of Santa Clarita, Public Works Department, 23920 Valencia Boulevard, Suite 300, Santa Clarita, CA 91355; Telephone (661) 286-4056. Project Manager: Mike Hennawy, Senior Engineer, mhennawy@santa-clarita.com.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
NOP COMMENT FORM

City of Santa Clarita

(Please hand in or mail back by September 3, 2013)

Name: Valerie Thomas
Organization (if any): _____
Address: PO Box 220907
City, State, Zip: Newhall CA 91322
Phone (optional): _____
E-mail: (optional) Bionic1@stcglobal.net

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

Please see attached

- Placerita questions/concerns
- Metrolink letter 2008
- Metrolink letter 2009
- Nelson Nygaard Memo 2006
- Crawford, Mullari & Clark Study 2008
- Arthur Hassan letter 2010
- Santa Clarita letter re: flood prone areas
- Hennawy Memo 12/16/2009
- HMK/Mercer memo 9/18/2007
- Overland Study 2010
- CTUC Letter / May 22, 2008
- FEMA letter (not included) 8/9/2013

Request alternative be studied: extend
Pine or Arch to parallel railroad tracks
past point where tracks turn south
along Pine. Then extension has
outlet to Newhall Ave. Alignment will
not cross tracks. Cost of eminent domain
will not exceed cost of Dockweiler to Lyons.

EIR Scoping Meeting
Proposed At-Grade Railroad Crossing
August 21, 2013

Topic 1: Aesthetics

- There will be significant impact to the scenic vistas and it will make significant impact to the rural equestrian nature of the area. An at-grade crossing will mean raising the road bed five to six feet. This will impede the walkability in the section of Downtown Newhall currently undergoing redevelopment. It will virtually bury the historic jailhouse almost adjacent to the proposed crossing. It will create light, noise and visual blight in a Special Standard District in which these elements are restricted.

Topic 2: Agricultural Resources

- The proposed at-grade crossing will alter an area near equestrian facilities. Tractors and other farm equipment are common on local streets; they also use the crossing, presently at 13th Street. Placerita Canyon is a Rural Equestrian Community, so designated as a Special Standards District in Santa Clarita's UDC.

Topic 3: Air quality

- The area is already in non-attainment with Federal and State clean air standards. Three additional elements: more trains, more traffic, and longer waits for each vehicle to make the crossing, will create more air pollution in an area already suffering.
- Under the Global Warming Solutions Act of 2006 (AB 32) California emissions must be reduced to 1990 levels by 2020. The heavier volume of traffic combined with longer wait times will result in more emissions not less in an already non-attainment area.

Topic 4: Biological Resources

- The at-grade crossing will adversely affect Newhall Creek, a "blue line" stream that is under Fish and Game jurisdiction. To accommodate this crossing and the required height change, Newhall Creek will need to be bridged and channeled. Creeks are natural highways for wildlife; current residents include both large and small creatures: cougars and bobcats and coyotes, to skunks, opossums, rabbits, mice, squirrels, snakes, lizards, raptors, owls, turkey vultures, road runners and other birds.
- The oak tree is protected under Santa Clarita ordinance; changing the water flow will threaten many of these cherished denizens.
- There are many City-built hiking and equestrian trails in the area. Changes to the creek bed will affect these crossings.
- The at-grade crossing will affect the flow of the Santa Clara River, of which Newhall Creek is a tributary.

Topic 5: Cultural Resources

- The historic Old Jail building is a cultural icon and will be threatened with the ramping up of Lyons Avenue to make the at-grade railroad crossing.

Topic 6: Geology

- The area of the at-grade crossing is seismically active and subject to liquefaction.

Topic 7: Hazards and Hazardous Materials

- San Fernando Road (renamed Railroad Ave.) is approved for the transport of hazardous materials.
- The area is slated for industrial development and will entail hazardous materials crossing the railroad tracks at that point.
- Trains carrying hazardous materials will be using the right of way. Heavy traffic congestion (discussed under Traffic and Transportation) will increase the likelihood of collisions and spills.
- Placerita Canyon is a wildfire/fire hazard zone.
- Placerita Canyon is gated at the eastern end; it is frequently pointed out that this gate is opened in emergency situations. That is often true, but in October, 2007, when much of the Santa Clarita Valley was overwhelmed with brush fires, one of the first was a brush fire just beyond the gate. The Sheriff's Department closed off access to that end of the Canyon; at the same time they urged voluntary evacuations. Under the most exigent of circumstances, the gate was useless for evacuation, and residents, many with horse trailers in tow, had to bring their possessions and vehicles to cross at the railroad tracks.

Topic 8: Hydrology

- New FEMA studies have been done; they show much of Placerita Canyon as well as much of the area affected by the proposed Lyons Ave. at-grade crossing and extension to Dockweiler to be in a Floodway. The EIR will have to show how that designation impacts traffic flow and how roads must be designed to avoid the areas of concern. (Attached are the first 2 pages of an October 2012 letter from Santa Clarita which was sent to residents of Placerita Canyon.)
- The very recent FEMA letter to the City dated August 9, 2013 confirms the vulnerability of Placerita Canyon to flooding.
- The engineering study commissioned by the City of Santa Clarita for the Backbone Sewer System in Placerita Canyon showed the system could be built without pumps or lifts; gravity was sufficient to drain Placerita Canyon properties from Sierra Highway to the field (i.e., the former Casden property) where the connection could be made to existing sewer lines along Railroad Ave. (formerly San Fernando Road). That indicates all water from rains also drains to that field. What measures need to be installed to prevent flooding, worse than already exists, as the field is paved over for roads and buildings? What safety assurances will be offered to residents already fighting increased threats from flooding under present conditions? How will the loss of a major recharge area (as proposed in OVOV) affect the City's water supply?
- In regard to any proposal to channel the creek, several years ago, the water flow was sufficiently rapid to slam a dead tree into one of the railroad culverts with such force that the adjacent railroad tracks were shut down for several days for repair. Channeling increases the rate of flow making such problems both more likely and more frequent. Additionally, residential properties upstream would be under greater threat from the more rapid flow and the loss of the recharge area.
- "Ramping up" of Lyons to Dockweiler will materially affect flow of Newhall Creek, a "blue line" creek that is under the jurisdiction of Fish and Game.

- A memo from Dave Mercer of HMK Engineering (September 18, 2007) discusses the MWD's possible plans to install a second feeder line. If Dockweiler is built out, it will be subjected to up to 6 months of closure, demolition and reconstruction (at City expense) to allow MWD to run their proposed new 20' diameter parallel feeder pipe through the Dockweiler alignment. How does this affect the proposal and what provisions will be made to accommodate traffic from the Placerita and Dockweiler neighborhoods?
- The Memo from Mike Hennawy of December 16, 2009, indicates the bottom of the railroad bridge crossing Newhall Creek at Lyons Ave. and Railroad Avenue is below the flow of the 100 year clear and the 50 year bulk and burn. If this intersection floods in a rainstorm, what provision will be made for moving traffic through this intersection? With the likely closure of the 13th Street Railroad crossing, there will be no other possibilities for exit or entry.
- Craig Kwasniewski, from HMK, further stated in the same email that Newhall Creek over flows, creating a parallel flow to the creek bed prior to reaching the proposed Lyons Ave. bridge, and that these Overflow Waters will be in addition to the water that is overflowing the proposed "at-grade crossing." This means that the overflows will inundate the Downtown Newhall area, and the section in front of the Newhall Library will become a lake due to the roadway that will need to be raised to meet the top of the tracks for the at-grade crossing.
- Pages 27-28 of the Crawford, Multari and Clark study (April 10, 2008) indicates "Potentially Significant Impacts" to all aspects of Hydrology and Water Quality. The project may violate water quality standards or waste discharge requirements, substantially deplete groundwater supplies, substantially alter the existing drainage pattern through the alteration of the course of a stream which might result in substantial erosion or siltation on or off-site. Further, the project might alter the drainage pattern which could increase runoff that might result in flooding on or off-site. It could expose people or structures to a significant risk of loss, injury or death involving flooding. It could create inundation by mudflow. This is in an area in which the City has warned residents to pay particular attention to protecting themselves from the danger of flooding. (October 2012 letter)

Topic 9: Land Use and Planning

- Previously applied for/approved projects affecting this Circulation Element that would effect this proposal include Master's College and Placerita Baptist Church expansions, as well as expansions for Our Lady of Perpetual Help Catholic Church must be included in the EIR. The Compass Project, a high density Transit Oriented Development, has already been approved by the City Council. Traffic from Dockweiler and Valle del Oro had previously used Newhall Avenue to access Lyons; much of that traffic will now use this proposed at-grade crossing.
- The at-grade crossing will facilitate development which will conflict with Placerita Canyon's Special Standards District which was promised to residents and written into the UDC to maintain the rural equestrian nature of Placerita Canyon. The Special Standards District has no sidewalks, no curbs or gutters and special lighting designed to be compatible with the area.
- Additional infill projects along Lyons Avenue are already under the purview of the Planning Department. They include two multi-story multi-use projects at Arcadia. The City needs to project traffic at full build-out along Lyons as well as within the North Newhall area.

Topic 10: Mineral Resources

- The area served by the at-grade crossing is adjacent to an oil producing area, and their trucks will transverse the crossing.

Topic 11: Noise

- The design of the at-grade crossing, including the lowering of some of the ridgelines called for in OVOV will allow more noise from trains and traffic to penetrate the entire area. The crossing will take down some of the physical barriers to noise. This area is slated to become a traffic "hub" if the crossing is approved and will connect with major roads throughout the City.
- With the possibility of five at-grade crossings (Newhall Ave., Market St., Lyons Ave., 13th St., and Circle J) in little more than a two-mile stretch, whistles will sound for an extended period of time every time a train passes through town at all hours of the day and night. This will be a significant disturbance to broad swaths of the community.

Topic 12: Population and Housing

- OVOV will induce substantial population growth both directly and indirectly, all of which will be using the at-grade crossing. Directly, development of the property adjacent to the crossing will increase dwelling units by 150% plus the approved Compass Project, add 500,000-700,000 square feet of commercial industrial space, a hotel/spa, 40,000-50,000 square feet of local retail, and a (proposed) additional elementary school. Indirectly, the growth will come through creating a new traffic hub which will adversely affect a rural equestrian neighborhood, and displace some existing homes and local businesses.

Topic 13: Public Services

- The new crossing would be a traffic hub which could impede response time of fire, sheriff, and other emergency vehicles. Proposed development would increase population, potentially generating increased demand for those very services.
- NOP (Item XV,e:... result in inadequate emergency access) Placerita Canyon is gated at the eastern end; it is frequently pointed out this gate is opened in emergency situations. That is often true, but in October, 2007, on that Sunday when much of the Santa Clarita Valley was overwhelmed with brush fires, one of the first was a brush fire just east of the gate. The Sheriff's Department closed off access to that end of the Canyon at the same time the Sheriffs were urging voluntary evacuations. Under the most exigent circumstances, the gate was useless for evacuation, and residents, many with horse trailers in tow, had to bring their possessions and vehicles to cross at the railroad tracks. There is a roundabout under consideration to funnel traffic from Sierra Highway and Placerita Canyon to the at-grade crossing. Should anyone fail to navigate the roundabout, it could result in complete gridlock keeping emergency vehicles and personnel from getting and residents from evacuating.
- Schools affected by this proposed crossing include William S. Hart High School, Newhall and McGrath Elementary Schools and Town and Country Farm School (a pre-school/kindergarten and very active after-school facility). An additional elementary school is also being proposed by Newhall Elementary School District.

- There is open space parkland at the end of Cleardale for hikers, bicyclists, and equestrians. As the open space becomes more utilized, more horse trailers would be using the railroad crossing.
- There is an existing large equestrian facility with frequent regional shows. Another equestrian facility is planned for the area.
- The at-grade railroad crossing is adjacent to a new library, many times larger than the facility it replaced; it will generate substantial additional traffic.

Topic 14: Recreation

- Placerita Canyon is a rural equestrian area with a large active facility hosting frequent regional horse shows. A second equestrian facility is planned, increasing horse trailer traffic across the railroad crossing.
- Santa Clarita's trail system has many existing paths in Placerita Canyon and more planned. These accommodate hikers, bicyclists, and equestrians, all of whom would access the area by the at-grade railroad crossing.

Topic 15: Transportation and Traffic

- With gasoline prices exceeding \$4.00 per gallon, and local, regional, and national populations growing, the EIR must allow for increased piggybacking of trucks on trains. There will be more trains and longer trains which will affect an at-grade crossing. April 18, 2008: I was first in line to make the left turn and waited for 9 minutes to make left turn into Placerita Canyon – a long freight train (empty and moving at a good speed) extended from Circle J past the 13th St. crossing. Loaded freight trains will not be able to move as quickly, impacting traffic for an even longer time. Extended wait times could be critical to saving the life of an injured or ill person.
- A second rail line is already being constructed in the area confirming the expectation for additional rail traffic.
- Additional train traffic can be expected from the proposed feeder lines for ExpressRail.
- Per the Overland Traffic report (January 2010), additional work will have to be done on LOS estimates. With Newhall Avenue closed at Railroad Avenue for the construction of the roundabout, traffic is heavier at off peak hours on Lyons Avenue. I am encountering waiting in queue past Walnut Street to make a left turn onto Railroad at 10 or 11 am. That is not LOS A as indicated in the report.
- The Overland Traffic report shows a "functional but not striped" right turn lane from 13th Street to Railroad. Sometimes, drivers can use that "imaginary" lane for right turns; often the Sheriff issue citations for doing so – and those citations are upheld. It is not a right turn lane – functional or otherwise.
- The EIR must account for proximity to the Newhall Metrolink Station. Every Metrolink train will bring traffic to a halt whether or not it stops at the station and the frequency will be greater during peak hour traffic. When the train is stopped at the Newhall Metrolink Station, the arms will be down for an extended time.
- "Pass Through" traffic must be considered. Twenty years ago, more than 10,000 cars per day used Placerita Canyon Road to go from Newhall and Valencia to Canyon Country. These people will now use Lyons-Dockweiler to shorten their trips. What will those numbers be allowing for population growth and the addition of Stevenson Ranch? The City's General Plan projects "traffic volumes at build-

out ranging from 25,000 to 35,000 average daily trips." That number is totally inadequate; based on an article in The Signal (Sunday, April 27, 2008); traffic volumes at Bouquet Junction are 100,000 vehicles per day. Much of that traffic will be heading down to Highway 14 and returning in the afternoon rush hours. The portion coming from Bouquet Junction will exceed the total projected estimate; volume from Newhall, Valencia, and Stevenson Ranch must be added. (See attached Kassan Study.)

- Railroad Avenue will be closed during construction of the Lyons to Dockweiler linkage. What provisions will be made to accommodate traffic along this main artery?
- The General Plan for Santa Clarita (December 1997) points out that "daily and peak travel" demands on transportation corridors must be considered (page C-3). Per the General Plan, "The City's Circulation Element has been prepared in close correlation with the Land Use Element using a state-of-the-art computerized model specifically designed for the Planning Area." This goes back to Item #2 that the entire project at build-out be considered. Peak travel demands must also be considered since those will coincide with the heaviest Metrolink rail traffic.
- NOP (Item XV,e: ... result in inadequate emergency access) Placerita Canyon Road is gated at the eastern end; it is frequently pointed out this gate is opened in emergency situations. That is often true, but in October, 2007, on that Sunday when much of the Santa Clarita Valley was overwhelmed with brush fires, one of the first was a brush fire just beyond the gate. The Sheriff's Department closed off access to that end of the Canyon at the same time the Sheriffs were urging voluntary evacuations. Under the most exigent of circumstances, the gate was useless for evacuation, and residents, many with horse trailers in tow, had to bring their possessions and vehicles to cross at the railroad tracks.
- At the April 17, 2008, Transportation Meeting of the SCV Chamber of Commerce, Caltrans discussed the then-proposed roundabout at Hasley Canyon: the nearest traffic light will be more than ¼ mile away; any closer negatively impacts circulation. The roundabout proposed at this at-grade crossing will have three lights within a quarter mile and, coming into town, on a downhill lie. Furthermore, Dockweiler will come into this crossing from Sierra Highway down a steep grade and around a curve.
- This EIR must also account for infill projects contemplated along Lyons Avenue. So far, two multi-story multi-use projects are proposed at Arcadia Street. Increased density was presented to the Planning Commission in the spring of 2012. The consulting firm needs to extrapolate full development along this corridor in any circulation model.
- Follow the PUC'S request (May 22, 2008) to study a grade separation of this crossing. "While we support the City's efforts to close the 13th Street crossing, RCES would oppose construction of a new at-grade crossing of Lyons Ave."
- Dockweiler: Under this proposal, Dockweiler will carry the brunt of the additional pass-through traffic. How will it be configured to accommodate its designation as a secondary arterial? Garages in the Vista condominiums accommodate cars, but not trucks. There is little available parking in any of the complexes so trucks, as well as other vehicles, have parked on Dockweiler for years; what will the City do to accommodate the current vehicular parking? Some of the units are less than 10 feet from the existing roadway; if Dockweiler is widened, what will happen to the quality of life (safety, noise, pollution) of these residents? Beautiful sycamore trees line much of Dockweiler; removing them to allow road widening

would be a travesty in Santa Clarita which designates itself "Tree City, USA." There are no sidewalks along much of Dockweiler; more and faster traffic will endanger children walking to and from school as well as other pedestrians and bicycle riders.

- On November 25, 2005, the City (Mr. Smisko) received a Memorandum from the firm of Nelson/Nygaard Consulting Engineers (attached to this comment sheet) detailing options for connecting Lyons to Dockweiler. Items #4 and 5 within that report specifically addressed the feasibilities of constructing and/or relocating the 13th Street crossing to Lyons Ave.

Scenario #4 describes the extreme challenges associated with relocating the 13th Street crossing (referenced in the flawed Parisi Associates Study with an additional non-existing Right Turn lane) to Lyons Ave. It concludes that the required changes would *"result in longer clearance times for drivers, which would reduce the performance of the intersection and result in greater delays. In addition, the capacity of the intersection will be reduced by passing trains – particularly Metrolink trains, which of course run primarily at peak hours."* This would be in violation of the Global Warming Solutions Act of 2006 (AB32).

Any circulation/traffic study must consider traffic at full build out: Master's College, Placerita Baptist Church, OLPH Catholic Church, the Compass Project, infill and additional build-out along Lyons Ave., the proposed development on the 13th Street field, plus the additional proposed commercial/retail development on the east side of the railroad track as well as the future proposed connection to Via Princessa. The Lyons Ave. at-grade crossing will become the highest capacity at-grade crossing in the Santa Clarita Valley.

While Dockweiler has been on the planning maps for many years, that doesn't make it a good placement for a road. Emberbrook, another road that paralleled the former San Fernando Road, was also on the planning maps for many years. It was ultimately deemed a poor choice and was officially removed. The same wisdom should prevail with the Lyons Ave. at-grade railroad crossing to connect to Dockweiler. With the circulation concerns coupled with potential increased flooding at the site, it is an unsafe solution.

Topic 16: Utilities

- The cumulative impact of this development at build-out (including residences, commercial/industrial, neighborhood commercial, hotel and possibly a school) will severely stress local utilities particularly Newhall County Water District.

**INITIAL STUDY
(REVISED 4/21/08)
FOR THE
NORTH NEWHALL SPECIFIC PLAN
STAGE I: LYONS AVENUE AT-GRADE CROSSING**

Prepared for:
THE CITY OF SANTA CLARITA

Prepared by:

Crawford
Multari &
Clark

ASSOCIATES

641 Higuera Street, Suite 302
San Luis Obispo, California 93401

(805) 541-2622

April 10, 2008



To: Responsible and Trustee Agencies

From: Jason Smisko
Senior Planner
Community Development Department
City of Santa Clarita
23920 Valencia Street
Santa Clarita, California 91355

Subject: Notice of Preparation (NOP), North Newhall Specific Plan Stage I: Lyons Avenue At-Grade Crossing

The City of Santa Clarita has prepared an application to the California Public Utilities Commission to construct an at-grade railroad crossing at the intersection of Lyons Avenue and the Southern Pacific Railroad. The project site does not contain known hazardous materials sites. Compliance with the California Environmental Quality Act (CEQA) must precede an application to the CPUC. In addition, this approval is sought prior to the completion of the North Newhall Specific Plan. The City has prepared an initial study for this activity and has found that the project may result in one or more significant effects on the environment; therefore, an environmental impact report (EIR) is being prepared.

The City is seeking comments regarding the scope of the environmental document being prepared. Please submit comments, in writing, within 30 days of receipt of this notice, but no later than 5:00 p.m. on May 18, 2008. Comments may be submitted to Jason Smisko at the above address, or may be emailed to JSMISKO@santa-clarita.com. A scoping meeting will be held for the project on April 28, 2008 at 6:00 p.m. in the City Council chambers. A copy of the NOP is available for review at the Planning Counter, and at the Los Angeles County Library, Valencia Branch. All references are available for review by request from Mr. Smisko. For this and other information, please contact Mr. Smisko at 661.255.4306.

Project Title: North Newhall Specific Plan Stage I: Lyons Avenue at-grade Crossing

Project Applicant, if any: N/A, City Proposal, Community Development Department

Date _____

Signature _____

Title Senior Planner _____

Telephone (661) 255-4306 _____

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Introduction	5
Compliance with CEQA	5
Purpose	7
Lead Agency	8
Location	8
Background	8
Objectives	9
Approvals.....	9
Initial Study Environmental Checklist	13
I. Aesthetics	16
II. Agricultural Resources	17
III. Air Quality	18
IV. Biological Resources.....	20
V. Cultural Resources.....	22
VI. Geology and Soils	23
VII. Hazards and Hazardous Materials	25
VIII. Hydrology and Water Quality.....	27
IX. Land Use Planning	29
X. Mineral Resources.....	30
XI. Noise.....	31
XII. Population and Housing.....	32
XIII. Public Services.....	33
XIV. Recreation	34
XV. Transportation/Traffic.....	35
XVI. Utilities and Service Systems.....	36
XVII. Mandatory Findings of Significance	39
Determination	40
Citations	41
List of Preparers	41
 Figures	
1. Regional Location	10
2. Project Area.....	11
3. North Newhall Area.....	12

INTRODUCTION

The City of Santa Clarita has prepared an application to the California Public Utilities Commission (CPUC) for approval of an at-grade roadway and pedestrian crossing of the Southern Pacific Railroad tracks within the city limits at the current eastern terminus of Lyons Avenue. The project consists of the detailed design and analysis of the Lyons Avenue at-grade crossing; lane configuration, signal timing, gate design, traffic analysis/traffic study, etc. in accordance with CPUC requirements. Approval of the at-grade crossing by the CPUC is a central component in the development of a Specific Plan for the North Newhall Specific Plan area, and for the implementation of the City General Plan Circulation Element, which specifies the extension of Lyons Avenue/Dockweiler Drive to the east. If the at-grade crossing is not approved, the General Plan Circulation Plan will need to be reconsidered and possibly amended, and the North Newhall Specific Plan will need to respond to a different circulation system.

The City anticipates a number of significant impacts related to this project, and is therefore preparing an environmental impact report (EIR). The City will prepare a Staged EIR for the project.

Project Description. The project for this first stage of the EIR is CPUC approval, and construction of, the at-grade crossing at Lyons Avenue. The second stage would consist of the extension of Lyons Avenue/Dockweiler Drive to Via Princessa and the development and implementation of a larger Specific Plan. Only the portions of the CPUC application relating to the crossing itself are considered in detail at this stage of the environmental review process. Other aspects of the project are considered to the extent they have bearing on the CPUC application process, and to the extent details are known. Accordingly, this stage of the EIR will not allow for approval of the Dockweiler Drive extension or approval of the Specific Plan with its associated development potential. However, assumptions about the eventual extension of this roadway and the implementation of the Specific Plan will be incorporated into the traffic analysis and will be discussed generally in this stage of the EIR. The City action is limited to approval of an application to the CPUC for the following:

- Lyons Avenue at-grade crossing*
- 13th Street at-grade crossing abandonment,*

Assuming CPUC approval, Stage II of the EIR will provide a full analysis of the construction of the crossing as well as potential impacts associated with the extension of Lyons Avenue/Dockweiler Drive and impacts associated with the North Newhall Specific Plan.

COMPLIANCE WITH CEQA

The City of Santa Clarita (the City), as the lead agency, has entered into the environmental review process to assess potential impacts that could arise from the implementation of the proposed project. Through this documentation process, the City ensures that all possible environmental effects are fully disclosed in compliance with the California Environmental Quality Act (CEQA).

The proposed Lyons Avenue Crossing requires the approval of the California Public Utilities Commission (CPUC). Whether or not this crossing can be relocated is central to the ultimate design and use of the area known as the North Newhall Specific Plan area. The project proponents are therefore seeking CPUC approval to locate the crossing at Lyons Avenue prior to going forward with a Specific Plan for North Newhall.

Other than zoning potential outlined in the Development Code and land use potential based on the General Plan, it is not yet known what will occur at the North Newhall site. Based on these documents, the following could occur on site:

- Residential Development
- Commercial Development

- Dockweiler Extension
- Lyons Avenue at-grade crossing (connected with Dockweiler Extension)

Ultimately, the Specific Plan may propose amendments to the General Plan and Development Code to allow different uses, a larger or smaller amount of development, and particular proposals regarding the Dockweiler Extension. All of these variables may affect the type and magnitude of impact which would be analyzed in the second stage EIR. As stated previously, whether or not the CPUC will approve the crossing has significant implications for the larger project area. Therefore, a Staged EIR is considered appropriate. This type of document is used when a project involves more than one component, the details of later components are not yet known, and an approval is required at least two years in advance of construction of the later components which affects only a portion of the project.

The City of Santa Clarita will be the lead agency for the preparation of a Staged EIR for the North Newhall Specific Plan. CEQA Guidelines Section 15167 describes the use of a staged EIR as follows:

(a) Where a large capital project will require a number of discretionary approvals from government agencies and one of the approvals will occur more than two years before construction will begin, a staged EIR may be prepared covering the entire project in a general form. The staged EIR shall evaluate the proposal in light of current and contemplated plans and produce an informed estimate of the environmental consequences of the entire project. The aspect of the project before the public agency for approval shall be discussed with a greater degree of specificity.

The approval of the at-grade crossing followed by consideration of the roadway extension and Specific Plan are consistent with this description. The purpose of using a Staged EIR is to avoid unnecessary and premature analysis, and to focus the review on the aspects of the project necessary to present to the CPUC a grade crossing permit. As stated previously, the two components of the project (CPUC approval, followed by Specific Plan and roadway extension) are interdependent. The crossing change would not likely be done without the development of the North Newhall Specific Plan area, and vice a versa. Preparing two separate CEQA documents could be considered segmenting the analysis, which is not allowed.

Stages of the EIR

STAGE 1: This EIR will focus upon environmental effects of establishing an at-grade crossing at Lyons Avenue, pursuant to the City's General Plan and consistent with CPUC requirements.

This EIR will assess the potential adverse environmental consequences associated with the detailed design of the crossing; lane configuration, signal timing, gate design, etc. such that the CPUC permit requirements are satisfied. Impacts associated with the various road extensions and specific plan development would be considered in a generalized programmatic approach, as set forth in the table below.

Once the Stage 1 document is certified it will serve as the CEQA compliance document for the CPUC application process. Assuming approval by the CPUC, the City will prepare the Stage II document.

STAGE 2: Detailed analysis of Dockweiler and Via Princessa extensions and a full analysis of the North Newhall Specific Plan development. Analysis of Specific Plan site biology, geotechnical, archaeology, etcetera will occur at this stage (the majority of the analytical detail). A subsequent Notice of Preparation will be circulated and the public will have additional opportunities to comment on the scope of the document, to participate in public hearings, and comment on the EIR.

The following table will help the reader understand the project and the stages at which detailed environmental analysis will occur.

Topic	Stage I	Stage II
Aesthetics	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of visual resources affected by larger project	Detailed analysis of the entire NNSP area and areas affected by roadway connections
Agriculture	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of agricultural resources affected by larger project	Detailed analysis of effects throughout the entire NNSP area and areas affected by roadway connections
Air Quality	Detailed analysis of air quality impacts, particularly those related to train operations, intersections operations at the new crossing, and cumulative development in the area	Detailed analysis of quantified development potential of the NNSP, along with cumulative analysis
Biological Resources	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of larger project area	Detailed analysis of NNSP area, areas affected by roadway connections
Cultural Resources	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of larger project area	Detailed analysis of NNSP area, areas affected by roadway connections
Geology	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of larger project area	Detailed analysis of NNSP area and effects of development, as well as impacts related to roadway connections
Hazards and Hazardous Materials	Detailed analysis of effects in the immediate vicinity of the crossing, general discussion of larger project	Detailed analysis of entire NNSP area and effects of development, as well as impacts related to roadway connections
Land Use and Planning	Detailed analysis of land and use and planning impacts of the crossing, general discussion of larger project	Detailed analysis of land use and planning impacts of the implementation of the NNSP and the roadway connections
Mineral Resources	Not to be addressed in EIR based on Initial Study	Not to be addressed in EIR based on Initial Study
Noise	Detailed analysis of noise impacts, including those related to traffic and train operations, general discussion of larger project	Detailed analysis (NNSP, roadway connections)
Public Services	Detailed analysis of impacts related to crossing, in particular issues of emergency access, general discussion of larger project	Detailed analysis of effects of buildout of the NNSP, roadway connections
Recreation	Detailed analysis of impacts related to crossing, general discussion of larger project	Detailed analysis of effects of buildout of the NNSP, connection of roadways
Transportation and Traffic	Detailed analysis of crossing, including conceptual General Plan roadway connections	Detailed analysis of effects of buildout of the NNSP, including all roadway connections
Utilities	Impacts related to crossing, consisting mainly of service disruptions, general discussion of larger project	Detailed analysis of effects of buildout of the NNSP, roadway connections

PURPOSE

This Initial Study has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) to evaluate the potential for the project to result in significant environmental impacts. As described by Section 15063 of the *CEQA Guidelines*, an Initial Study can be used to:

- Provide a preliminary analysis of potential project-specific and cumulative environmental effects of a proposed project;
- Identify environmental issue areas where the proposed project may have the potential to result in significant impacts that should be evaluated in a project-specific EIR;
- Enable the lead agency to modify a project to avoid or mitigate adverse impacts before an EIR is prepared, thereby allowing a Negative Declaration or a Mitigated Negative Declaration to be prepared for the project; and
- Document the factual basis for the finding in a Negative Declaration or a Mitigated Negative Declaration that a project will not have a significant impact on the environment.

The project will be the subject of an Environmental Impact Report; therefore, this document serves as notice to the public and interested agencies of the proposed scope of the document.

LEAD AGENCY

City of Santa Clarita
 Community Development Department
 23920 Valencia Boulevard, Suite 300
 Santa Clarita, California 91355

Contact: Mr. Jason Smisko
 Senior Planner
 JSMISKO@santa-clarita.com
 (661) 255-4306

Fax: (661) 259-8125

LOCATION

The project is located in the Newhall area of the City of Santa Clarita, east of the Santa Susana Mountains in northern Los Angeles County, California (refer to Figures 1 and 2). Santa Clarita lies east of the I-5 south of Castaic Junction and the intersection with San Fernando Road, formerly known as Highway 126. Major landmarks in the area include Magic Mountain to the northwest, Interstate 5 to the west, and the Santa Clara River to the north. The project area is at the current terminus of Lyons Avenue at the Southern Pacific Railroad tracks in the community known as Newhall. The general area affected by the project is shown in Figure 3.

BACKGROUND

General Plan. The Santa Clarita General Plan was adopted in 1991 and has been amended over the intervening years. The Circulation Element for the City identifies the Lyons Avenue corridor as a major roadway, and programs for Dockweiler Drive to connect the city with Sierra Highway and Highway 14. In order to achieve this goal, the present terminus of Lyons Avenue at San Fernando Road must be removed and crossing must be installed.

The City General Plan also designates the North Newhall Specific Plan area, east of the railroad tracks and north of Old Town Newhall (see Figure 3). The North Newhall Specific Plan area is to contain a mix of residential and non-residential uses.

Zoning. In the immediate vicinity of the proposed crossing, land uses include Industrial Commercial and Special Purpose (railroad). As mentioned previously, the North Newhall area is designated a Specific Plan area, with a mix of residential and non-residential uses.

OBJECTIVES

The purpose of the project is to achieve CPUC approval of an at-grade crossing at the current terminus of Lyons Avenue and the Southern Pacific Railroad line. The project has the following objectives:

- Develop and implement a Specific Plan for the North Newhall area as designated in the General Plan
- Implementation of the goals of the Circulation Element of the Santa Clarita General Plan, including the crossing at Lyons Avenue and the eventual extension of Lyons Avenue/Dockweiler Drive
- Provide a crossing meeting the standards of the CPUC
- Provide sufficient information for CPUC application and approval of the proposed crossing

APPROVALS

Responsible agencies are defined in Section 15381 of the CEQA Guidelines as "...all public agencies other than the lead agency which have discretionary approval power over the project."

Possible responsible agencies for the project or components of the project include:

- California Public Utilities Commission
- Metrolink/Southern California Regional Rail Authority
- Army Corps of Engineers
- California Department of Fish and Game
- Los Angeles County Fire Department
- Los Angeles County Public Works Department
- Metropolitan Transportation Authority
- Regional Water Quality Control Board
- South Coast Air Quality Management District
- U.S. Fish and Wildlife Service

The roles of the responsible agencies vary according to their jurisdictional powers. Specific future approvals by agency include, but are not limited to:

- City of Santa Clarita
 - Approval of an application to the CPUC for the at-grade crossing at Lyons Avenue, including certification of the Stage I EIR
- CPUC
 - Approval of the application for the crossing, and certification of the Proponent's Environmental Assessment (the Stage I EIR)
- City of Santa Clarita
 - City Council approval of North Newhall Specific Plan and certification of the Stage II EIR
- Army Corps of Engineers (Section 404 NWP for future creek crossing)
- California Department of Fish and Game (1601 Streambed Alteration Agreement for future creek crossing)
- Regional Water Quality Control Board (NPDES for individual projects >1 acre, 401 Water Quality Certification for future creek crossing)

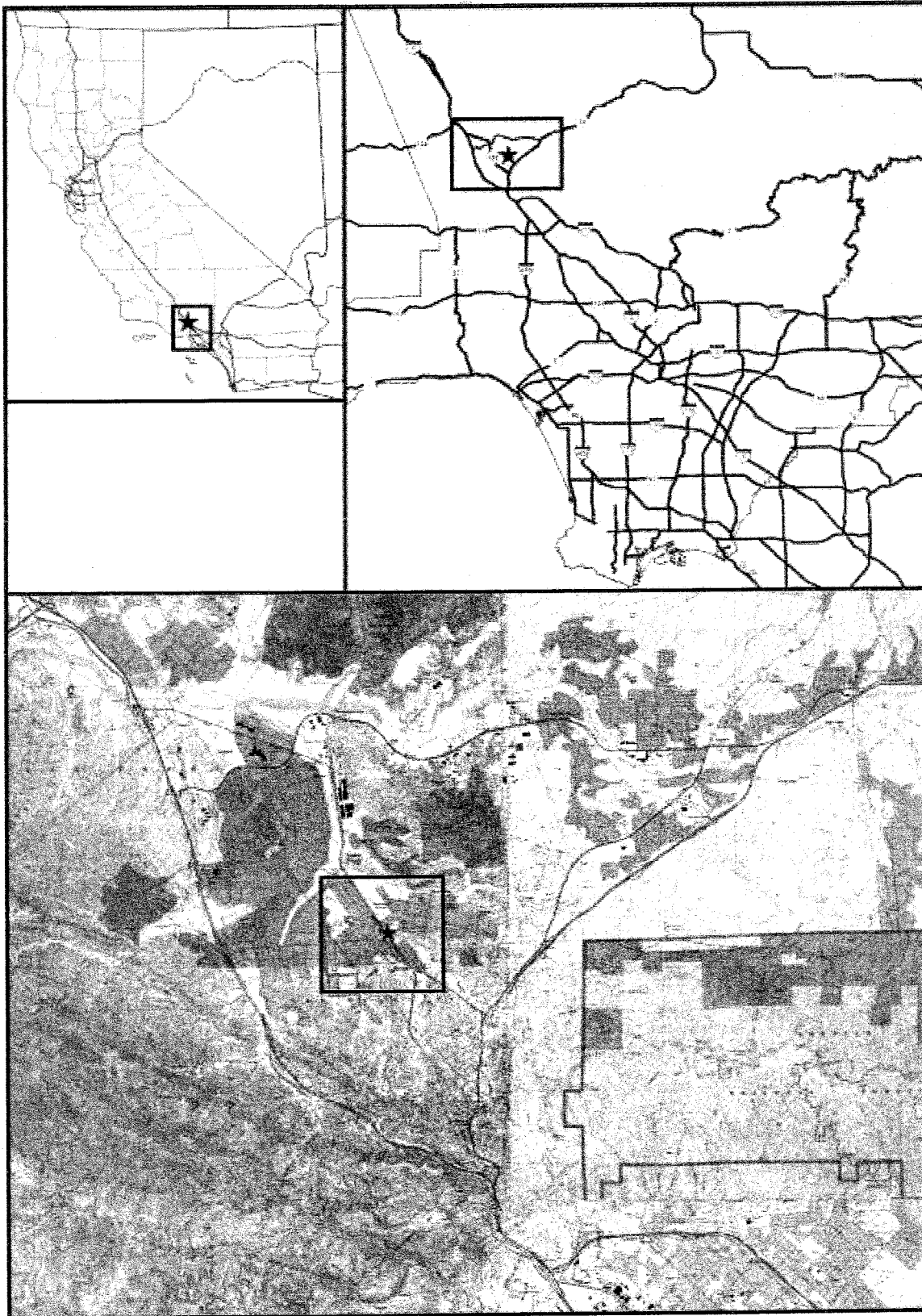


Figure 1. Regional Location





ENVIRONMENTAL CHECKLIST

This section discusses potential environmental impacts associated with the project.

Project Title: Lyons Avenue At-Grade Crossing

Lead Agency: City of Santa Clarita

Contact Person: Jason Smisko
Senior Planner
JSMISKO@santa-clarita.com
(661) 255-4306

Project Location: City of Santa Clarita, east of the Santa Susana Mountains in eastern Los Angeles County, California (refer to Figure 3-1). Santa Clarita lies east of the I-5 just south of the Grapevine. Project area includes North Newhall Specific Plan area, but specifically, the proposed crossing location at the present terminus of Lyons Avenue at the railroad tracks.

Project Sponsor: City of Santa Clarita

Land Use Designation(s): Industrial Commercial

Zoning: Industrial Commercial

Project Description: Application to the CPUC for an at-grade crossing at the current terminus of Lyons Avenue at the railroad tracks.

Surrounding Land Uses and Setting:

Vacant land and Jan Heidt Metrolink Station (south), Light Industrial use (north), community of Newhall (west), undeveloped land and Newhall Creek (east)

Other Agencies Whose Approval is Required:

California Public Utilities Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Descriptions of project-related impacts that have the potential to be significant, or that have been determined to be less than significant, are provided in the narrative in this Initial Study.

The evaluation of potential environmental impacts determined that the project would not result in environmental impacts or less than significant impacts in the issue areas that are listed below and that are denoted with a “*”. The project has the potential to result in significant environmental impacts in issue areas denoted with a “✓”.

✓	Aesthetics	✓	Agriculture Resources	✓	Air Quality
✓	Biological Resources	✓	Cultural Resources	✓	Geology/Soils/Geotechnical
✓	Hazards & Hazardous Materials	✓	Hydrology/Water Quality	✓	Land Use/Planning
*	Mineral Resources	✓	Noise	✓	Population/Housing
✓	Public Services	✓	Recreation	✓	Transportation/Traffic
✓	Utilities/Service Systems	✓	Mandatory Findings of Significance		

- * No impact or less than significant impact
- ✓ Significant or potentially significant impact

CEQA GUIDANCE

The State CEQA Guidelines were used in answering the checklist questions:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the discussion. A “No Impact” answer is adequately supported if the discussion shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained when it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines Section 15063[c][D]). In this case, a brief discussion should identify the following:
 - a). *Earlier Analysis Used.* Identify and state where they are available for review.
 - b). *Impacts Adequately Addressed.* Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c). *Mitigation Measures.* For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. *Supporting Information Sources:* A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Identification of the potential for residual significant adverse environmental impacts would trigger the need for preparation of an EIR. For issue areas in which no significant adverse impact would result or impacts would be reduced to a less-than-significant level by mitigation, further analysis is not required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the proposal:				
a. Have a substantial adverse effect on a scenic vista?	X			
b. Substantially damage scenic resources, including, but not limited to, tree, rock outcroppings, and historic buildings within a scenic state highway?	X			
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in this area?	X			

Setting

Scenic Vistas

Scenic vistas are publicly accessible viewpoints that provide views of areas that exemplify a community's environment (i.e., scenic resources). The Santa Clarita General Plan identifies the Angeles National Forest and the Los Padres National Forest as major scenic resources in the area, as well as woodlands extending into area canyons, and waterways such as the Santa Clara River, Placerita Canyon and Newhall Creek. The General Plan states that these resources represent "the feeling of development placed within a country or rural area." These resources are visible from numerous locations throughout the city, including I-5, Main Street and Soledad Canyon Road.

Scenic Quality and Character

The analysis of visual impacts is not an exact science. There have been few comprehensive programs designed to incorporate visualization tools into modeling systems, or evaluate the usefulness and applicability of such systems. Quantitative analysis is therefore difficult at best. As a result, visual quality is often rated on a relative qualitative scale, which places high value on expansive, prominent features, variation in topography and items of visual interest such as rock outcroppings or peaks. High value visual environments in urban areas include those that impart a strong sense of unity and proportion, as well as unique or interesting design features.

Impacts to scenic quality and character are assessed from publicly accessible viewpoints; there are no state or federal designated scenic routes in the planning area. Locally, views from major roadways such as I-5 and Main Street are considered important. Within the project area, views from Main Street and passing trains are considered of primary importance. As mentioned previously views from the project area are both urban and rural in nature. In the project area, the visual quality of the environment is diminished by the lack of uniformity in terms of both type and design of existing structures, and the presence of relatively denuded natural areas. The overall scenic quality and character is considered common to low.

Light and Glare

Sources of light in the planning area include streetlights, and exterior lighting. The project area and city are largely lit, with the exception of undeveloped portions of Newhall Creek.

Glare is light reflected off of reflective surfaces, including expanses of glass, and certain siding and paving materials, as well as metal roofing.

Significance Criteria

State CEQA Guidelines consider an impact significant if the project will have "a substantial, demonstrable negative aesthetic effect." Impacts are generally considered significant if the proposed project would substantially block an existing view from a scenic corridor or if the character of an area were impaired. Impacts are also considered potentially significant if substantial light and glare would be generated by the project, or if residents would be subject to substantial light or glare.

Discussion of Checklist Answers

- a-b. Scenic features visible from the project area include Placerita Canyon and the Newhall Creek corridor. The EIR will evaluate impacts to important aesthetic features in the area from the at-grade crossing, in detail, and from the North Newhall Specific Plan and roadway connections, in general.
- c. As discussed above, the existing quality and character of the visual environment within the planning area is diminished and obscured to a large degree by the form of existing development and the degraded quality of the natural environment. However, the EIR will evaluate, in detail, the impact of the crossing on the quality and character of the environment, and will discuss, in general, the impacts of the North Newhall Specific Plan and roadway connections.
- d. The EIR will evaluate the potential for light and glare from the proposed crossing, and will address, in general, the impacts of the North Newhall Specific Plan and roadway connections.

Conclusion

The EIR will address impacts related to scenic vistas, scenic features, aesthetic quality and character, and added light and glare.

Issues	Potentially Significant Impact	Potentially Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Significant Impact
--------	--------------------------------	---	------------------------------	-----------------------

II. AGRICULTURAL RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the proposal:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of

X

Issues	Potentially Significant Impact	Potentially Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	X			

Discussion

- a. The EIR will evaluate whether the project area contains important farmland based on underlying soils and use.
- b. The project area is not designated for agricultural use in the Unified Development Code, and is not under a Williamson Act contract.
- c. The EIR will evaluate whether the implementation of the project would lead to conversion of farmland to non-agricultural use.

Conclusion

The EIR will evaluate the project area potential to support farmland, and will address whether the project will lead to further conversion of farmland. The area is not zoned for agricultural use and is not subject to a Williamson Act contract; therefore, these topics will not be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	X			

Issues	Potentially Significant Impact	Less Than Significant	
		with Mitigation Incorporated	Less Than Significant No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X		
d. Expose sensitive receptors to substantial pollutant concentrations?	X		
e. Create objectionable odors affecting a substantial number of people?			X

Setting

The planning area is located within the South Coast Air Basin and is subject to the regulation of the South Coast Air Quality Management District (SCAQMD). The planning area is in non-attainment for both the federal and state standards for ozone, carbon monoxide, and nitrogen dioxide, and the state standard for PM10. The air quality monitoring station for the Santa Clarita Valley is located in Newhall; the historical reading for the various pollutants is included in the following table:

Pollutant	1999	2000	2001	2002	2003	2004
Ozone, ppm – Maximum Concentration 1-Hour	0.12	0.13	0.18	0.17	0.19	0.16
Number of days state standard exceeded (>0.09 ppm)	18	36	49	81	89	69
Number of days federal standard exceeded (>0.12 ppm)	0	1	9	32	35	13
Carbon Monoxide, ppm – Maximum Concentration - 8 Hour	3.6	4.8	3.14	1.9	1.7	3.7
Number of days state standard exceeded (>20.0/9.0 ppm)	0/0	0/0	0/0	0/0	0/0	0/0
Number of days federal standard exceeded (>35.0/9.0 ppm)	0/0	0/0	0/0	0/0	0/0	0/0
Nitrogen Dioxide, ppm – Maximum Concentration – 1-Hour	0.099	0.096	0.10	0.10	0.12	0.09
Number of days state standard exceeded (>0.25 ppm)	0	0	0	0	0	0
Particulate Matter, <10 microns, µg/m ³ – Maximum Concentration - 24 Hours	75	55	62	61	72	54
Number of samples exceeding state threshold (>50 µg/m ³)	12	2	4	7	10	2
Number of samples exceeding federal threshold (>150 µg/m ³)	0	0	0	0	0	0
Annual Geometric Mean (State Standard = 30 µg/m ³)	34.5	29.0	28.5	32.5	NA	NA
Annual Arithmetic Mean (Federal Standard = 50 µg/m ³)	38.3	31.2	32.0	33.3	31.8	28.1

Source: www.aqmd.gov/smog/AirQualitybyYear.htm accessed 4/2/08

Ozone is of particular concern in the valley. Review of SCAQMD data shows that the Santa Clarita Valley has some of the highest ozone readings in the air basin. This is due in large part to transport of pollutants from the

Los Angeles Basin. In general, ozone levels are in decline throughout California, due mainly to reductions in automobile emissions due to engine alterations.

Discussion of Checklist Answers

- a. The applicable Clean Air Plan for the project is the SCAQMD 2003 Air Quality Management Plan. Consistency with the CAP is determined through answering the following questions:

Is the project consistent with the population projections contained in the CAP?
 Does the project increase the rate of travel or VMT in a manner inconsistent with the CAP?
 Does the project include TCMs and other measures contained in the CAP?

The EIR will contain a detailed evaluation of the crossing's consistency with the CAP, and will address consistency of the North Newhall Specific Plan and roadway connections in general.

- b-d. The EIR will contain a detailed evaluation of the crossing's potential to violate standards, including through project-specific and cumulative increases in pollutants, and the project's potential to impact sensitive receptors, including pollutant buildup at intersections. The EIR air quality analysis will include general assumptions about the North Newhall Specific Plan and roadway connections.
- e. Objectionable odors can include livestock, waste, or industrial emissions. The project will not be a source of such odors. This issue will not be addressed further in the EIR.

Conclusion

The EIR will address consistency of the project with the applicable CAP, and the potential for the project to generate pollutants. The EIR will not address the issue of odors further.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the proposal:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting

Newhall Creek and its environs represent the major natural feature in the project vicinity. Newhall Creek has been somewhat disturbed. Upper story or canopy vegetation is limited, and the creek banks and channel show evidence of erosion. An informal equestrian crossing currently exists in the vicinity of the intersection of Market Street and Race Street, and pedestrians from The Master's College also use the crossing to connect from a trail to the downtown area. Because it is somewhat disturbed, the potential for sensitive plants and animals is diminished. However, sensitive plants and/or animals may persist, including the San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), Slender-horned spineflower (*Dodecabama leptoceras*), Davidon's bush mallow (*Malacothamnus davidsonii*), Spreading navarretia (*Navarretia fossalis*), Coastal western whiptail (*Cnemidophorus tigris multiscutatus*), and Two-striped garter snake (*Thamnophis hammondi*). Raptors and other various sensitive birds may forage along the creek channel. Similar habitat and species mix can be expected in relatively undeveloped areas in and surrounding the North Newhall Specific Plan area and the areas affected by roadway connections.

Discussion

- a. The project may impact sensitive species, particularly during construction activities. The EIR will address potential impacts to sensitive species in the short and long-term.
- b. The project may result in direct and indirect impacts to Newhall Creek. The EIR will address short and long-term impacts of the project on Newhall Creek.
- c. Newhall Creek may provide wetland functions. The EIR will address whether the project will impact wetlands during both the construction and operational phases.

- d. The Newhall Creek corridor and surrounding natural areas may provide wildlife movement opportunities. The EIR will address whether the project will create impediments to wildlife movement through direct means (introduction of structures) or indirect means (presence of nuisances such as light and population).
- e. The EIR will evaluate whether the project conflicts with any applicable policies and ordinances protecting biological resources.
- f. There are no Habitat Conservation Plans or Natural Community Conservation Plans that apply to the project area. This issue will not be addressed further in the EIR.

Conclusion

Impacts related to sensitive species, wetlands and riparian areas, wildlife corridors, and policies and ordinance protecting biological resources, will be addressed further in the EIR. The EIR will not contain further discussion of Habitat Conservation Plans or Natural Community Conservation Plans.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the proposal:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	X			
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	X			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d. Disturb any human remains, including those interred outside of formal cemeteries?	X			

Setting

Archaeology. A records search was completed for the Downtown Newhall Specific Plan EIR which included the project site. No resources were identified in the search.

Historical Resources. The Downtown Newhall Specific Plan EIR identified several historic buildings and features in the Old Town Newhall area, which may be affected by the project.

Discussion

- a. The EIR will evaluate whether the proposed crossing, North Newhall Specific Plan, or roadway connections will impact known historic resources in the area.
- b. Based on work completed for the Downtown Newhall Specific Plan EIR, there are no known archaeological resources on the project site. However, resources may be discovered during construction of any of the project components. The EIR will evaluate the potential for impact to archaeological resources during construction.
- c. No known paleontological resources are located within the planning area. However, paleontological resources may be discovered during construction of project components. The EIR will evaluate the potential for impact to paleontological resources during construction.
- d. Based on work completed for the Downtown Newhall Specific Plan EIR, there are no known cemeteries or other human burials located in the planning area. However, construction activity may disturb previously unknown burials. The EIR will evaluate the potential for discovery of burials, and outline procedures to follow in case of discovery.

Conclusion

Impacts associated with historic, archaeological, and paleontological resources, as well as burials, will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a. Expose people or structure to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii. Strong seismic ground shaking?				X
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X
b. Result in substantial soil erosion or loss of topsoil?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Setting

The Safety Element of the General Plan provides general information about the geology and seismicity of the project area.

Seismicity. Santa Clarita is located in a seismically active portion of California with numerous earthquakes in recent history. The nearest fault is the San Gabriel Fault, located northeast of the project area. Other faults in the vicinity include the Holser and Santa Susana. The most likely significant event in the area could occur along the San Andreas Fault, located 16 miles northeast of the City. None of the faults are mapped through the project area.

Geology. The project area is underlain primarily by alluvium, which is found throughout the canyon bottoms and river areas of the City. Alluvium is silt deposited by creeks and rivers. The major hazard associated with alluvium is liquefaction. Alluvium tends to be unconsolidated, meaning there is space between the “grains” of soil. If alluvium is sufficiently saturated, and an earthquake occurs, the soil can take on more liquid characteristics, damaging structures.

Discussion of Checklist Answers

- ai. Rupture is primarily of concern where a project site overlies or is immediately adjacent to a known fault. No known faults are located within the project area. This issue will not be addressed further in the EIR.
- aii. The entire valley is at risk of damage from strong seismic groundshaking. As mentioned above, a number of active faults cross or are near to the City. An earthquake of sufficiently high magnitude along any of the faults could damage structures or lead to loss of life within the City. The EIR will evaluate the potential for groundshaking to affect the proposed crossing in detail, and the North Newhall Specific Plan and roadway connection development, in general.
- aiii. The EIR will evaluate the project’s potential for risks related to liquefaction.
- aiv. The EIR will evaluate the project’s potential for risks related to landslide.

- b. The EIR will evaluate the project's risk of exposure to, or generation of, erosion.
- c. The EIR will evaluate the project's risks related to unstable soils.
- d. The project will not utilize septic systems. This issue will not be addressed further in the EIR.

Conclusion

The EIR will address risks related to groundshaking, liquefaction, landslide, erosion, and unstable soils. The EIR will not address further issues related to ground rupture or septic systems.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIAL				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? X

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? X

Setting

Hazardous Materials. The transport and clean-up of hazardous materials in the community is subject to regulation by a number of agencies, including Caltrans, and the Los Angeles County Fire Department. Risks associated with hazardous materials in the vicinity of the project site include the following:

Area Roadways. According to the City's Safety Element, roadways in the vicinity of the planning area pose the highest risk of release of hazardous materials. Roadways such as San Fernando Road, the Antelope Valley Freeway (14) and the I-5 are approved for use by trucks carrying hazardous materials. Accidents involving such trucks, especially along San Fernando Road could release hazardous substances that would affect the project site.

Rail lines. Union Pacific Railroad transports hazardous materials through the community. Risk of accident and upset conditions exist along these lines, and would affect the project site.

Industrial facilities. Industrial facilities around the project site pose risk of hazardous materials release. Automobile service operations in the planning area could release oil, lubricants, and other materials into the environment, for example, and manufacturing plants outside of the planning area have historically contaminated groundwater supplies and soils through improper operation.

Natural gas lines. A number of natural gas transmission lines traverse areas near the project site. Rupture of these lines due to construction activity or seismic activity would release natural gas into the immediate area.

Known Hazardous Materials Sites. There are no documented hazardous materials sites located within the planning area.

Wildland Fire. According to the City's GIS Maps available at <http://www.santa-clarita.com/cityhall/admin/technology/gis/products5.asp>, the project site is within an identified high fire hazard area.

Discussion of Checklist Answers

- a-b. The EIR will evaluate the project's potential to impact the routine use, transport, and storage of hazardous materials, and will address the project's potential to result in upset or accident conditions. In particular, the EIR will evaluate the potential for the crossing and roadway connections to affect transport and accident potential for truck and freight rail traffic, and will address generation and use of hazardous materials at the North Newhall Specific Plan area in general terms. The project will not affect locations for disposal of hazardous materials; therefore, this topic will not be addressed further in the EIR.
- c. The planning area is within ¼-mile of William S. Hart High School, located on Newhall Avenue. The EIR will address the potential for use, transport, and accidents to affect the school.

- d. Based on a review of the state Cortese List (accessed 4/08), there are no known hazardous materials sites located within the project area.
- e-f. The project area is not located within and airport land use plan area nor is it proximate to a public or private airport.
- g. The project will alter circulation routes and may therefore affect both emergency access and evacuation routes. The EIR will address the project's impacts on both.
- h. The project is located near wildland areas at risk of severe fire events. The EIR will address the project's risk of damage or loss of life from fires, and will address access for fire protection personnel and equipment.

Conclusion

The EIR will address potentially significant impacts related to the routine use, transport or storage of hazardous materials, impacts to schools, impacts to emergency access and evacuation routes, and risks related to wildfire. The EIR will not address issues related to disposal of hazardous materials, sites on the Cortese List, or impacts related to airport safety.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	X			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
f. Otherwise substantially degrade water quality?	X			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j. Inundation by seiche, tsunami, or mudflow?	X			

Setting

Groundwater Supplies. The project area is served by the Newhall County Water District (NCWD). NCWD obtains its water from groundwater sources in the Santa Clarita Valley and from the State Water Project via the Castaic Lake Water Agency (CLWA).

Drainage and Runoff. The project area is relatively undeveloped. Runoff sheet flows from the North Newhall area and runoff along Lyons Avenue is captured in existing City storm drains which terminate in the Santa Clara River, located north of the project area.

Flooding. Areas generally east of San Fernando Road are located within the 100-year flood zone of Newhall Creek. The extent of the 100 to 500-year flood zone follows Newhall Avenue to Lyons Avenue.

Tsunami, Seiche, Mudflow. The project area is too distant from both the ocean and major waterbodies for tsunami or seiches to pose a risk. Significant landslides in the hills surrounding the project area could result in some debris reaching low-lying areas.

Discussion of Checklist Answers

- a. The EIR will address impacts related to water quality standards, particularly the contribution of new paved surfaces and construction activities to pollutants in stormwater flows.
- b. The proposed crossing will not impact groundwater supplies through additional water demand. However, implementation of the North Newhall Specific Plan, to the extent it will increase demand for water, may adversely affect groundwater supplies, and additional development in the area may decrease recharge potential. The EIR will address, in general, the impact of the project on groundwater supplies.
- c-f. The EIR will evaluate the potential for both construction and operation of the crossing, implementation of the North Newhall Specific Plan, and construction and operation of other roadway connections to disturb the drainage pattern of the area, and the potentially for erosion, siltation or flooding.
- g-i. Portions of the project area are within the 100-year flood hazard zone associated with Newhall Creek. The EIR will evaluate risks association with flooding for the crossing, and will address, in general, impacts related to development of the North Newhall Specific Plan and the roadway connections.
- j. The planning area is not located in an area at risk of tsunami or seiche. Therefore, these risks will not be addressed further in the EIR. The EIR will evaluate the potential for mudflow to impact the project area, and whether the project will increase risk of mudflow in the area.

Conclusion

The EIR will address impacts related to hydrology and water, except for impacts related to tsunami and seiche.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE PLANNING				
Would the project:				
a. Physically divide an established community?	X			
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion

- a. The EIR will evaluate whether the project would physically divide established communities through road design impediments or other means.
- b. The EIR will evaluate whether the project is consistent with all applicable land use plans and regulations of agencies with jurisdiction over the project, including the Santa Clarita General Plan and Development Code, and the CPUC regulations for at-grade crossings.
- c. There are no habitat conservation plans or natural community conservation plans applicable to the project area. This issue will not be addressed further in the EIR.

Conclusion

Impacts relating to division of communities and consistency with plans and regulations are considered potentially significant and will be addressed in the EIR. Impacts related to habitat conservation plans and natural community conservation plans will not be addressed further in the EIR.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES.				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, Specific Plan or other land use plan?			X	

Discussion of Checklist Answers

- a-b. There are mineral resources through the City, particularly gravel and aggregate materials, and oil resources. Mineral resource extraction operations are neither active nor possible in the project area given the existing level of development surrounding and within the project area. This issue will not be addressed further in the EIR.

Conclusions

Impacts related to mineral resources will not be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE.				
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?	X			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Setting

Noise Sources. The dominant noise sources affecting the planning area are vehicle traffic along major roadways such as Lyons Avenue, and San Fernando Road (Main Street). Rail operations along the Metrolink line are also a source of noise in the area. Secondary noise sources include existing industrial and automobile-related service operations.

Existing Noise Levels and Issues. According to the Technical Background Report prepared for the Valleywide Plan (February 2004), noise levels at the Metrolink station are just over 65 decibels, with occasional spikes over 70 decibels. Within the project area, noise levels along San Fernando Road (Main Street) range between 52 and 63 decibels.

Vibration. The major source of potential vibration in the project area is the rail line.

Discussion of Checklist Answers

- a. The proposed crossing will alter the flow of traffic in the area and the noise related to traffic. Additional persons could be exposed to noise as a result. The implementation of the North Newhall Specific Plan would introduce additional population in the area, and would further alter traffic volumes, flow and attendance noise. The EIR will evaluate noise based on information provided by the traffic study.
- b. The major source of vibration in the area is the rail line. The proposed crossing would not affect operations on the rail line, such as number or frequency of trains, such that vibration levels would be altered. The implementation of the North Newhall Specific Plan may expose additional persons to vibration. The EIR will evaluate vibration.
- c-d. As stated in (a) above, the proposed crossing, Specific Plan, and roadway connections would alter traffic patterns in the area and noise related to traffic. The EIR will evaluate both temporary and long-term sources of noise.
- e-f. The planning area is not located within the vicinity of a public or private airport. This issue will not be addressed further in the EIR.

Conclusion

Impacts are considered potentially significant and will be addressed further in the EIR, with the exception of impacts related to public and private airports.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING.				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?		X		
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		X		

Discussion of Checklist Answers

- a. The proposed crossing would alter the manner in which populations access the east side of Newhall Creek. The implementation of the North Newhall Specific Plan would directly induce growth through new homes and businesses, and the roadway connections would indirectly induce growth through the extension of infrastructure. The EIR will address these effects, with particular emphasis on the crossing

impacts. Impacts related to the North Newhall Specific Plan and roadway connections will be addressed in more general terms.

b-c. The EIR will evaluate the impacts of the crossing, North Newhall Specific Plan, and roadway connections on existing housing and populations.

Conclusion

Impacts to population and housing will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	X			
ii. Police protection?		X		
iii. Schools?		X		
iv. Parks?		X		
v. Other Public Facilities?		X		

Setting

Fire. The planning area is served by the Los Angeles County Fire Department. The nearest fire station to the project area is located at 24875 North San Fernando Road between 14th and 15th Streets.

Police. The Los Angeles County Sheriff's Department handles crime prevention and response within the planning area and the city. The main sheriff's office is located north of the project area in Valencia. The sheriff's department maintains a storefront in Newhall, which is typically operated between 8 and 10 hours per day and is sometimes staffed by civilians.

Schools. Schools serving the planning area include the Newhall Elementary School District and the William S. Hart High School District. Most of the schools within the districts are over capacity. The Newhall Elementary School District has recently completed a number of construction projects aimed at relieving the overcrowding.

Parks. The City of Santa Clarita provides and maintains a number of park facilities, totaling over 200 acres. The William S. Hart Park, located south of the planning area, is operated by Los Angeles County Parks and

Recreation, and totals over 364 acres. The Newhall Community Park is the nearest City-owned park to the planning area, totaling over 14 acres. The City also offers a trail system, in some places connecting to the Pacific Crest Trail. The City is currently aiming for 4 acres of parkland per 1,000 residents. The City is currently deficient in local parkland.

Libraries. The Newhall Library comprises over 4,800 square feet of facility space. All libraries in the city are operated by the County of Los Angeles. Current facilities appear to be undersized for the population served.

Discussion of Checklist Answers

ai-v. The proposed crossing will not generate new population which will increase demand for public services. However, the new crossing would alter routes and access for public safety services, such as fire and police. Implementation of the North Newhall Specific Plan would increase population demanding services. Future roadway connections would further alter access for public safety services. The EIR will evaluate impacts related to access vis a vis the crossing, and will address, in general, impacts to services related to Specific Plan implementation and roadway connections.

Conclusion

Impacts related to public services will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		X		

Setting

Existing recreational facilities are described in the Public Services section.

Discussion of Checklist Answers

a-b. The proposed crossing will not impact existing neighborhood or regional parks, or other recreational facilities, since none presently existing in the vicinity of the crossing. However, the population generated by the North Newhall Specific Plan may increase use of existing recreational facilities, and deterioration of existing facilities or construction of new facilities may be required. The EIR will address these issues in general terms.

Conclusion

Impacts to recreational facilities will be addressed in the EIR in general terms.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC				
Would the proposal:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e. Result in inadequate emergency access?	X			
f. Result in inadequate parking capacity?	X			
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			

Setting

Major roadways serving the project area include I-5, San Fernando Road (Main Street), Newhall Avenue, Lyons Avenue, Railroad Avenue, and the Antelope Valley Freeway (14).

The nearest public airport is located in Burbank, approximately 15 miles from Santa Clarita. The Jan Heidt Metrolink Station 0.25 miles south of the proposed crossing provides access to the regional rail system and commuter service.

Discussion of Checklist Answers

a-b. The proposed project would alter the circulation pattern in the area by:

- Closing the existing at-grade crossing at 13th Street
- Introducing a new crossing at the current terminus of Lyons Avenue

The CPUC requires traffic analysis for proposals of new at-grade crossings. The CPUC seeks evidence that the introduction of an at-grade crossing will not cause significant deficiencies in the operation of roadways such that motorists would be tempted to engage in unsafe crossings of the tracks. Therefore, the Stage I EIR will include a detailed traffic analysis. The traffic analysis will assume completion of the General Plan circulation network, including the extension of Lyons Avenue/Dockweiler to Via Princesa. Impacts will be analyzed in detail in the EIR.

- c. The project site is not located near a private or public airport. This topic will not be considered further in the EIR.
- d-e. The EIR will analyze impacts associated with potential hazards at the crossing. As mentioned previously, the CPUC is primarily concerned with safety at at-grade crossings. The EIR analysis will provide detail regarding hazards affecting motorists, trains, and pedestrians in the area. The EIR analysis will also address emergency access via the crossing.
- f. The proposed relocation of the crossing does not affect existing parking areas and would not include the development of parking. However, the North Newhall Specific Plan will include parking and development of roadway connections may impact existing parking areas. Impacts to parking will be addressed in general terms in the EIR.
- g. The EIR will address impacts to alternative transportation, including rail, bicycle, and bus traffic in the area resulting from the crossing, and, in general terms, those impacts resulting from the implementation of the North Newhall Specific Plan and roadway connections.

Conclusion

Impacts related to traffic operations will be addressed in detail in the EIR. Because there are no public or private airports in the area affected by the project, impacts related to airports will not be considered further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X			
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could have significant environmental effects?	X			
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements necessary?	X			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g. Comply with federal, state, and local statutes and regulations related to solid waste?	X			

Setting

Wastewater. Los Angeles County Sanitation District No. 26 provides wastewater conveyance, treatment, and disposal for the project area. The Valencia Water Reclamation Plant is the treatment/reclamation plant serving the project area.

Stormwater. The Santa Clarita Valley contains many natural streams and creeks that function as storm drain channels. These streams and creeks empty into the Santa Clara River, which flows westerly into the Pacific Ocean. The drainage system (both natural and County/City storm drain infrastructure) is adequate to handle the normal precipitation in the region (15 to 19 inches per year). However, abnormal rainfall amounts, as in the case of the 100-year flood event, can strain the system. The General Plan calls for localized channel repairs; cleaning of debris basins; cleaning, widening, and/or lining segments of channels; post-construction BMP maintenance; and culvert maintenance, among other measures to address ongoing deficiencies.

Potable Water. Water in the project area comes from a variety of sources. Imported water and groundwater are the primary sources of potable (drinkable) water in the City. Recycled water also contributes to the water supply. Newhall County Water District serves the Newhall area. NCWD provides both local groundwater and Castaic Lake Water Agency (CLWA)-imported water.

Landfills/Solid Waste. The Santa Clarita Valley is served primarily by three Class III (nonhazardous) landfills, Chiquita Canyon Landfill, Antelope Valley Landfill, and Sunshine Canyon Landfill. The city exports a majority of its wastes to the Chiquita Canyon Landfill. The city provides a variety of waste management services and waste reduction programs.

Discussion of Checklist Answers

- a. The proposed crossing will not generate wastewater. However, implementation of the North Newhall Specific Plan will increase generation of wastewater. Analysis in the Stage I EIR will include general information about wastewater generation, including impacts to treatment systems, associated with the North Newhall Specific Plan.
- b. The Stage I EIR will evaluate the impact of the crossing on existing water distribution and wastewater collection infrastructure. The EIR analysis will include general information about impacts to infrastructure related to the North Newhall Specific Plan and roadway connections.
- c. The analysis in the EIR will address temporary and long-term impacts to stormwater infrastructure related to the crossing, and will provide a general assessment of impacts to stormwater infrastructure stemming from implementation of the North Newhall Specific Plan and the installation of roadway connections.
- d. The proposed crossing will not be a source of water demand in the long-term. The analysis in the EIR will evaluate in general terms the impacts to water supply from implementation of the North Newhall Specific Plan.
- e. The proposed crossing will not generate wastewater on an ongoing basis. However, implementation of the North Newhall Specific Plan will increase wastewater generation over existing conditions. The EIR will analyze, in general terms, the impacts to wastewater resulting from the Plan implementation.
- f-g. The proposed crossing will not be a source of solid waste in the long term. Short-term, construction activities will generate waste. Development under the North Newhall Specific Plan will be a source of solid waste long term. The EIR will analyze short and long-term sources of waste (the latter in more general terms) and compliance with applicable statutes.

Conclusion

Impacts to utilities will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects)	X			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Conclusion

The project may have significant impacts related to degradation of environmental quality, cumulatively significant impacts, or impacts to human beings as described elsewhere in this Initial Study.

DETERMINATION

Pursuant to Sections 15152 and 15168 of the State CEQA Guidelines, this initial study has been prepared to evaluate the potential impacts of the proposed project.

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the mitigation measures described in the initial study. A **NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Jason Smisko

Date

Community Development Department

CITATIONS

City of Santa Clarita. June 1991. *Santa Clarita General Plan*.

SCAQMD Website: <http://www.aqmd.gov/smog/historicaldata.htm>

Downtown Newhall Specific Plan EIR. 2006

LIST OF PREPARERS

Nicole Carter, Senior Environmental Specialist, CMCA



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex Officio Members:
Southern California
Association of Governments
San Diego Association
of Governments
State of California

May 19, 2008

Jason Smisko
Senior Planner, City of Santa Clarita
23620 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Subject: NOP of an Environmental Impact Report (EIR) for the Proposed North Newhall Specific Plan (NNSP) Stage 1: Lyons Avenue At-Grade Crossing

Dear Mr. Smisko,

Thank you for the Notice of Preparation of and EIR for the Lyons Avenue At-Grade Crossing Project. Over the past two years, the SCRRA and the City have been working on this project. In the interest of improving railroad safety, the SCRRA continues to recommend that the crossing be grade separated, rather than at-grade. In that regard, the following comments are submitted as applicable to the CEQA EIR process.

As you are aware, the SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro) – previously referred to as MTA, the Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), the Riverside County Transportation Commission (RCTC) and the Ventura County Transportation Commission (VCTC).

The railroad right of way in the project area is owned by Metro, not the Southern Pacific Railroad as noted in the Initial Study. SCRRA operates one commuter rail route, the Antelope Valley Line along this right of way. The proposed Lyons Avenue would cross the existing two tracks just south of railroad control point Hood (CP Hood). Based on the project's impact to the rail line and Newhall station, the following recommendations concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project are being conveyed by SCRRA for inclusion in the EIR development:

1. The SCRRA's Grade Crossing Resolution 98-21 and Grade Crossing Design Guidelines outline all pertinent policies and procedures that will be required by the City for consideration of adding a new crossing, and copies are attached. The SCRRA's policy is to support the creation of a new rail-highway grade crossing only if improvements to other grade crossings, including the elimination of grade crossings are made part of the creation of the new crossing, which together clearly improve public convenience and safety.

Therefore, the SCRRA requests that as part of the DEIR development, the City analyze and evaluate not only the closing of the 13th Street crossing, as described in the NOP, but also: the closing of the Market Street at-grade crossing to vehicular traffic (and the necessary redirected access from Lyons to the station parking area); the closing of the Calex crossing; corridor-wide crossing improvements at the Sanitation District private crossing to the south; safety enhancements at San Fernando Road (sidewalk, signal preemption, pedestrian facilities), and Drayton Street safety enhancements. The SCRRA also requests that these improvements be made prior to or in conjunction with the opening of the Lyon Street crossing (if approved).

2. Please note that as part of our grade crossing policies, the City will also need approval from Metro to add a crossing on the Metro-owned ROW. Metro, as a SCRRA member agency, would make the request on the City's behalf to the SCRRA Board of Directors for support of the City's application to the PUC.
3. The NOP states that the implementation of the NNSP will be incorporated into the traffic analysis and will be discussed generally in this stage of the EIR. The traffic analysis in the Stage 1 EIR should evaluate the cumulative impacts of all development in the project area including, but not limited to, the Downtown Newhall plan, the Masters College Plan and the North Newhall Specific Plan (NNSP).
4. The traffic analysis should consider the traffic circulation related to this proposed at-grade crossing at the extension of Lyons Avenue, particularly in light of the proximity of San Fernando Road.
5. The traffic circulation plan should also consider linking the three major east side streets, Lyon, Via Princessa and Magic Mountain to provide similar parallel traffic flow as San Fernando Road on the west side. It is our understanding that the City has prior plans for an overcrossing at Magic Mountain, which SCRRA would support in concept.
6. For train activity and vehicle dwell-time analysis in the project area, please use the following service characteristics: There are currently 24 weekday Metrolink trains and an average of 5 daily freight trains through this location; the SCRRA Strategic Assessment projects 32 weekday Metrolink trains by 2015 and 42 weekday Metrolink trains by 2020. Weekend service is projected to increase from 12 daily

trains to 20 trains by 2020. Future freight trains volumes are expected to increase by at least 4 daily trains within a couple of years.

7. The crossing area would traverse two tracks and potentially impact the existing CP Hood. The City shall be responsible for the costs associated with any changes needed in the control point as a result of the crossing, if approved.
8. Existing or proposed traffic signals within close proximity of the railroad must be interconnected with the railroad signal controls. This will allow for proper preemption to allow vehicular traffic to clear track area prior to arrival of trains. Close coordination with the City and railroad is critical to allow for safe movements of vehicles.
9. SCRRRA, along with the CPUC, shall participate in the design and construction of the crossing and this work should be coordinated with our Engineering department.

As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

Encls.

cc. Patricia Chen, Metro
Susan Chapman, Metro
Rosa Muñoz, CPUC
SCRRRA Files



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

June 30, 2009

James Chow
Associate Planner
City of Santa Clarita
23620 Valencia Boulevard Suite 302
Santa Clarita, CA 91355

Subject: NOP of an Environmental Impact Report (EIR) for the Lyons Avenue At-Grade Rail Crossing/Extension

Dear Mr. Chow,

Thank you for the Notice of Preparation of and EIR for the Lyons Avenue At-Grade Crossing Project. Over the past three years, the Southern California Regional Rail Authority (SCRRA) and the City have been working on this project. In May 2008, SCRRA submitted comments on the North Newhall Specific Plan EIR Notice of Preparation (NOP). Our recommendations and comments relating to the Lyons Avenue at-grade crossing and other crossing improvements have not changed. Although the focus of this project is the grade crossing only (Stage 1), the new EIR should consider the future land uses and future traffic impacts as proposed in the North Newhall Specific Plan. Consequently, a copy of SCRRA's letter on the prior EIR NOP is attached as a restatement of our comments for the preparation of this new EIR.

The SCRRA has recently updated the grade crossing standards and guidelines, which incorporate the most current industry standards for vehicular and pedestrian crossing treatments. A copy of the new guideline is available for download at www.metrolinktrains.com. These standards replace the guidelines submitted in the May 2008 comment letter.

As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneye@scra.net.

Sincerely,



David Solow
Chief Executive Officer

- c. Jay Fuhman, Metro
Susan Chapman, Metro
Rosa Munoz, CPUC

MEMORANDUM

To: Jason Smisko
From: Patrick Siegman
Date: November 25, 2008
Subject: Options for Connecting Dockweiler to Lyons Avenue

This memo provides a brief initial review of the possible options for connecting Dockweiler to Lyons Avenue. This discussion is based on the work of the consultant team and city staff during the North Newhall Specific Plan charrette, and on our follow-up discussions during the November 13 meeting on North Newhall Specific Plan transportation issues.

The alternatives for extending Dockweiler across the railroad tracks fall into three basic categories: the street can go over the tracks, under the tracks or cross the tracks at grade. As we discussed, all of the alternatives present challenges, and the feasibility of several of the alternatives listed below is questionable. The possible alternatives include the following:

1. **Extend Dockweiler over the tracks with an overpass.** Construct an overpass that would carry Dockweiler over the tracks and the adjacent Newhall Creek. At least one version of this option has been illustrated previously in sketches drawn for the city by another consulting firm (Sikand?). This option appears to have three major drawbacks: The expense of constructing an overpass would be considerable. The overpass itself, through its mass and bulk, would dramatically alter the desired small-town character spelled-out in the recently adopted Downtown Newhall Specific Plan, giving this end of the downtown the character more of a freeway interchange than a small-town Main Street. Finally, the ramps required for such an overpass would occupy most of the block bounded by San Fernando Road, 11th St, Lyons Avenue and Spruce Street. This would eliminate the civic building proposed for this site, replacing the proposed view of the civic building terminating the vista down Main Street with an off-ramp.
2. **Construct a tunnel carrying Dockweiler under the railroad tracks.** This option requires tunneling underneath not just the railroad tracks, but also the adjacent creek. At the charrette, this option was investigated by the design team's civil engineer, Rob Talmadge. To create a tunnel with the required roadway clearance, a slope exceeding 15 percent would be required to take the roadway from beneath Newhall Creek to the site of the proposed roundabout on Dockweiler. The slope far exceeds the city's

01
of
10
2008

standards for an arterial roadway, and would be particularly problematic for sightlines for drivers approaching the proposed roundabout. Therefore, the feasibility of this alternative appears questionable.

- 3. Elevate the railroad tracks.** Elevating the railroad tracks would require lifting the tracks approximately 20 feet (assuming 15'0" roadway clearance for Dockweiler plus approximately 5 feet of thickness for the structure supporting the tracks). Because the maximum feasible grade for the railroad line is approximately 1%, elevating the tracks would require elevating the tracks throughout Downtown Newhall, with grade separations replacing the current at-grade crossings at 13th, Market Street and San Fernando Road. The financial feasibility of this option appears questionable, since a public works project of this magnitude can be expected to require in excess of \$100 million.
- 4. At-grade crossing with large intersection at Dockweiler/Lyons/Railroad, as shown in the Downtown Newhall Specific Plan EIR traffic study.** If this intersection design (which features triple left turn lanes) were built as shown in the Downtown Newhall Specific Plan EIR traffic study by Parisi Associates, a substantial expansion of the right-of-way along both Lyons Avenue and Railroad Avenue would be required. A substantial portion of the block for the proposed civic building (bounded by San Fernando Road, 11th St, Lyons Avenue and Spruce Street) would be taken, diminishing the feasibility of any real estate development on the site. This would occur for two reasons: the remaining buildable portion would be diminished, and the site would be largely cut off from the rest of the Downtown. There are also substantial challenges for traffic operations with this intersection alternative. On the east side of the intersection (this memo adopts the convention that Railroad Avenue and the railroad tracks run north-south), the stop bar for waiting vehicles would need to be pulled back behind the railroad tracks to reduce the chance of drivers falling on the tracks. Pulling back the stop bar result in longer clearance times for drivers, which would reduce the performance of the intersection and result in greater delays. In addition, capacity of the intersection will be reduced by passing trains – particularly Metrolink trains, which of course run primarily at peak commute hours. For any new at-grade crossing, the Public Utilities Commission will require the closure of at least one and possibly two other existing at-grade crossings. At present, the only at-grade crossing identified for possible closure is at 13th St. Identifying a second crossing that could be closed presents an additional challenge for this alternative.
- 5. At-grade crossing with smaller intersection at Dockweiler/Lyons/Railroad.** This alternative would be similar to the one described above, but with the intersection of Dockweiler/Lyons/Railroad constrained to fit within the existing rights-of-way for Lyons, San Fernando Road and Railroad Avenue. This alternative preserves the viability of the adopted Downtown Newhall Specific Plan, preserving the real estate development possibilities of the adjacent blocks and avoiding the construction of streets that are largely hostile to pedestrians. For traffic operations, the challenges are essentially the same as in the alternative described above, but additional traffic congestion can be expected, since the intersection would have fewer lanes and therefore less capacity.

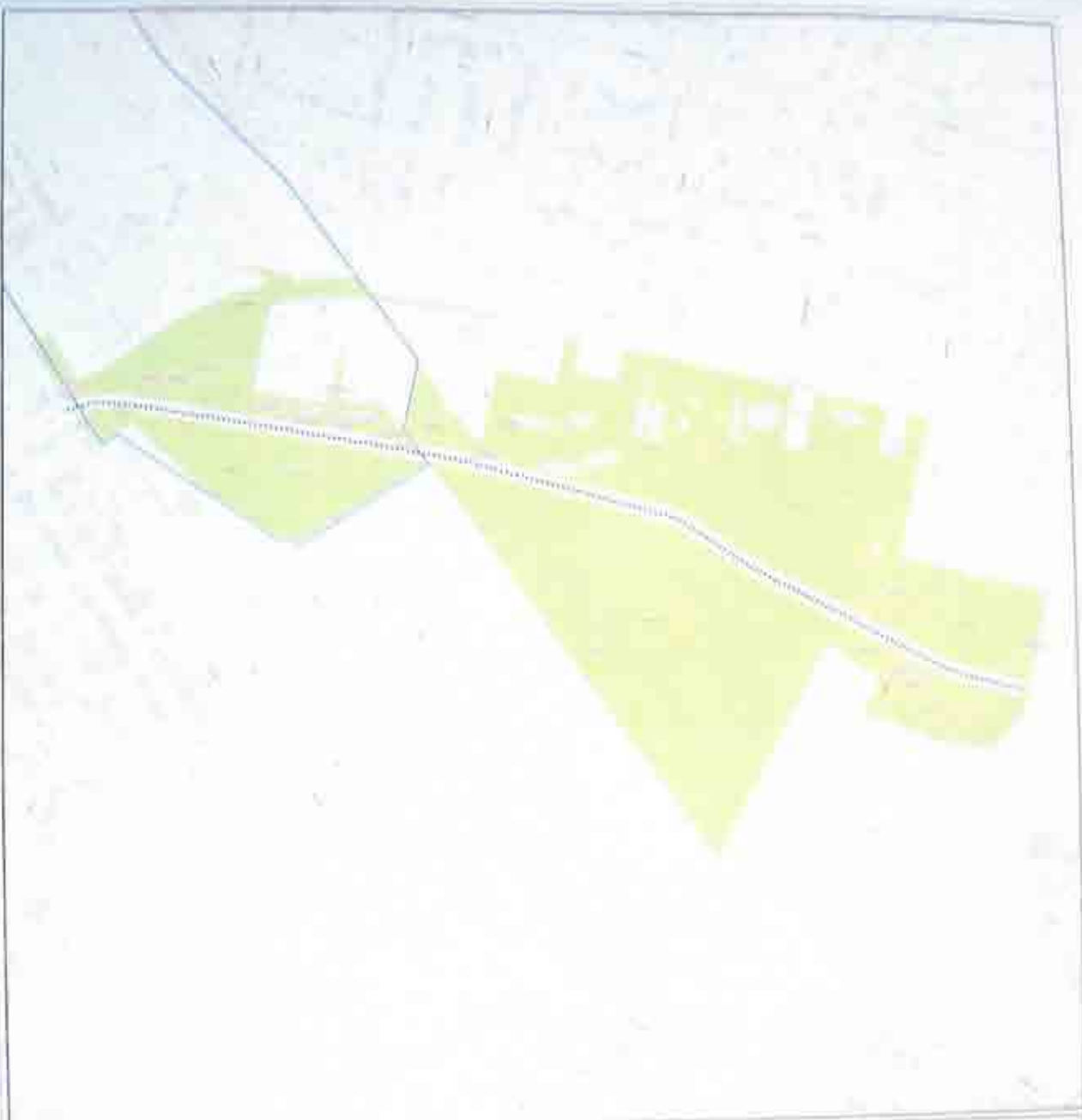
At-grade crossing, with an underpass for Railroad Avenue traffic at the intersection of Dockweiler/Lyons/Railroad. This alternative would construct an underpass to carry the substantial flow of vehicles traveling straight through the

01 : 10 : 2008

intersection in the North/South direction (i.e., from Railroad Avenue to San Fernando Road). All other movements at the intersection would remain at grade. This option would remove approximately 2000 vehicles from the at-grade intersection at peak hour, which should greatly reduce the challenge of handling traffic operations at this intersection and its adjacent railroad crossing. This option may allow for a substantially smaller intersection than the design shown in the Downtown Newhall Specific Plan EIR. However, numerous questions about this design have yet to be investigated, such as whether relocation of major utilities (which may be present underground at the intersection) would be required. This option requires further study to explore its potential.

- No-build option.** Finally, one possibility would be to refrain from connecting Dockweiler across the tracks. In this alternative, Dockweiler would be allowed to terminate at Masters College. Access to the North Newhall Specific Plan area and the adjoining neighborhoods would continue to be provided by the existing crossing of the railroad tracks at 13th St. No publicly accessible connection between Dockweiler and 13th St would be built. The expected outcome of this alternative would be additional traffic congestion on routes serving as alternatives to the proposed Dockweiler connection, such as San Fernando Road.

01-10-2008



**NORTH NEWHALL SPECIFIC PLAN
DOCKWEILER EXTENSION**

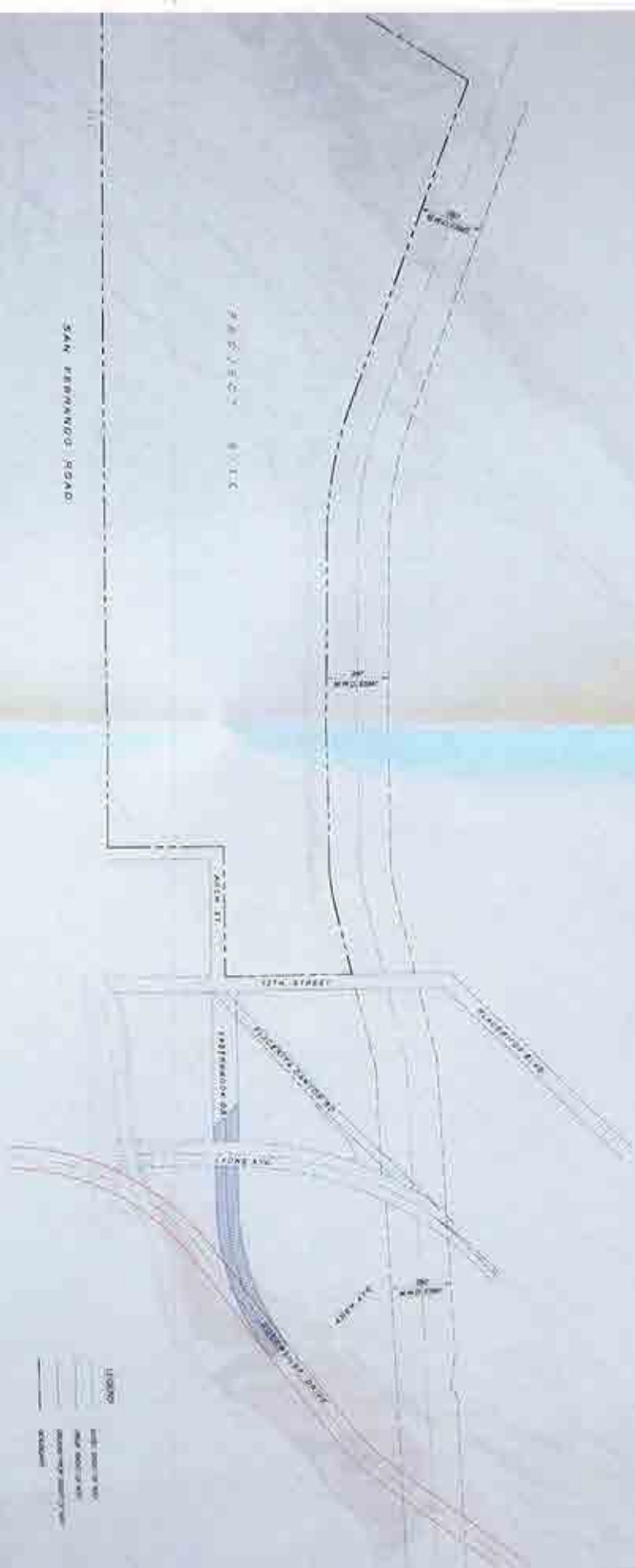
Legend

-  Proposed Extension
-  Project Area/Development Area
-  North Newhall Specific Plan Boundary
-  Existing Features
-  Other Areas



01-10-2008

EMERALDBROOK DRIVE EXTENSION
TO DOCKWHEEL DRIVE

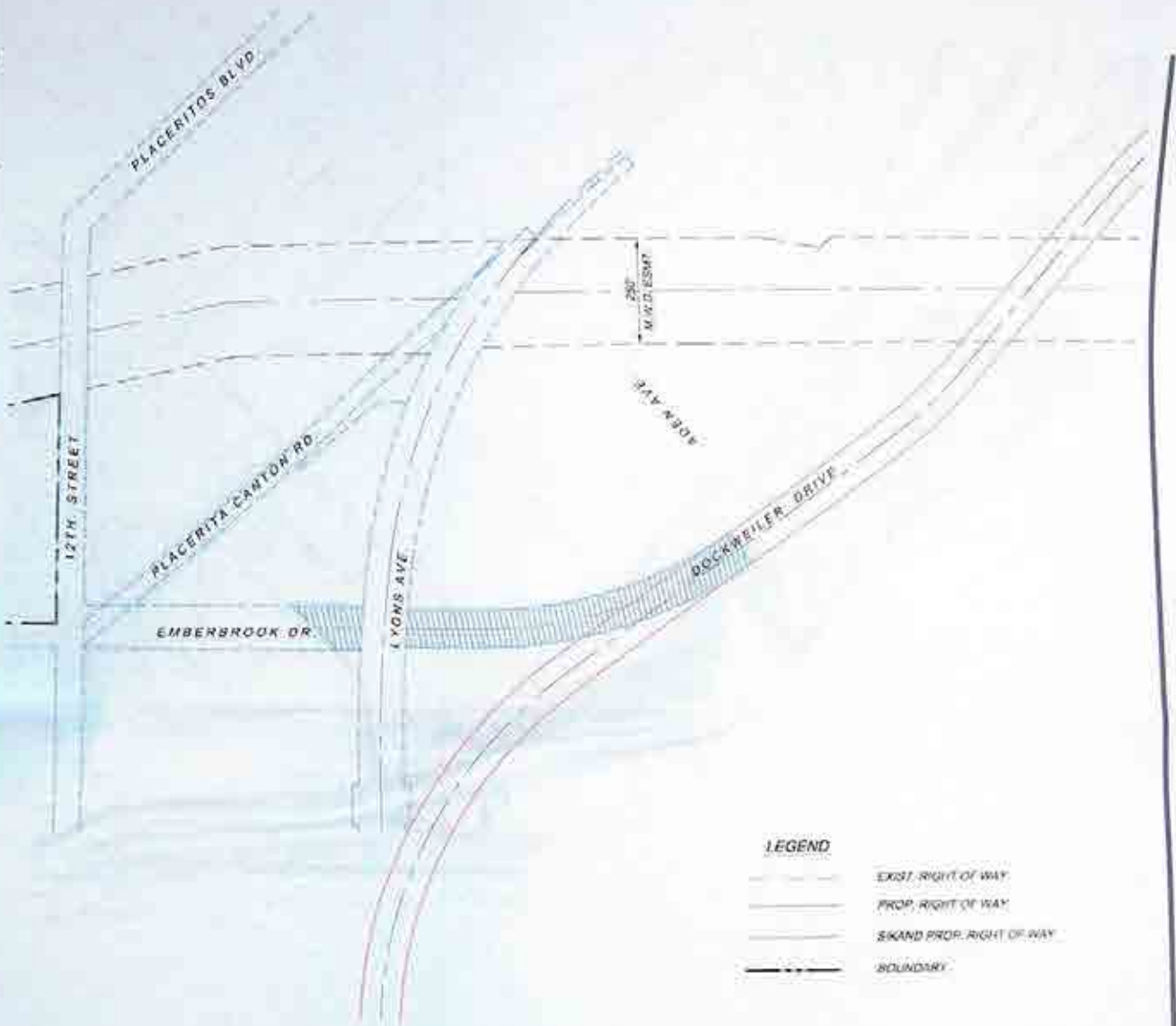


- LEGEND
- PROPOSED ROAD
 - EXISTING ROAD
 - WATER
 - SEWER
 - GAS
 - ELEC
 - TEL
 - CABLE



01 10 2008
 HMK
 ENGINEERING
 20000 S. GARDEN AVENUE, SUITE 100
 GARDEN CITY, CA 92345
 TEL: (951) 261-1111
 FAX: (951) 261-1112
 WWW.HMKENGINEERING.COM

STOPS
01



LEGEND

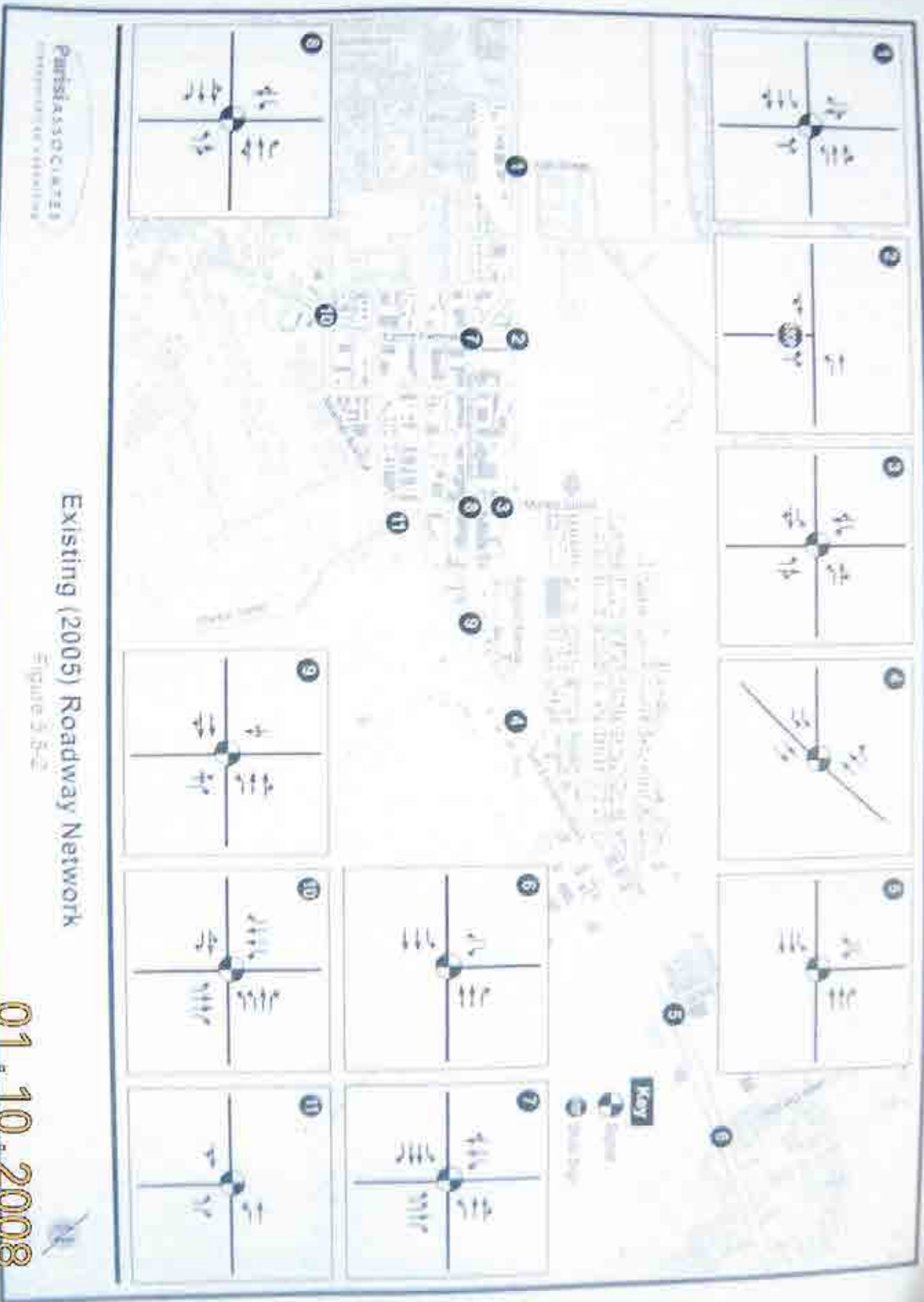
-  EXIST. RIGHT OF WAY
-  PROP. RIGHT OF WAY
-  SECOND PROP. RIGHT OF WAY
-  BOUNDARY



01 of 10 - 2008

HMK
ENGINEERING
INC

CIVIL ENGINEERS - PLANNERS - LAND SURVEYORS
 3400 VENTURA BLVD., SUITE 102
 CALABASAS, CA 91302 PHONE (916) 522-0301



Existing (2005) Roadway Network

Figure 3-5-2

PARIS ASSOCIATES
AN ENGINEERING FIRM

01.10.2008

ARTHUR L. KASSAN, P.E.
Consulting Traffic Engineer

May 26, 2010

Mr. Robert P. Silverstein, Esq.
The Silverstein Law Firm
215 N. Marengo Avenue
Third Floor
Pasadena, CA 91101

Subject: Lyons Avenue At-Grade Railroad Crossing
Stage I Draft EIR
Santa Clarita, CA

Dear Mr. Silverstein:

I have reviewed the *Lyons Avenue At-Grade Railroad Crossing Stage I Draft EIR*, dated March 2010. I concentrated on the traffic and transportation issues, but I also reviewed the remainder of the text for background purposes. Following are my comments.

- 1. The document reports on the analysis of the first stage of a two-stage project that, in its second stage, entails the extension of an arterial street and the development of 213 acres of vacant land. As such, the analysis is incomplete, because the potentially significant impacts of the second stage of the project are ignored.**

The Draft EIR (DEIR) is focused on the analyses of the impacts of relocating the existing railroad crossing east of Railroad Avenue from its current location at 13th Street to a new location as the extension of Lyons Avenue. However, one of the primary objectives of the relocation is to "Provide greater connectivity between Downtown Newhall, Placerita Canyon, The Master's College, and the residents that live along Dockweiler Drive." [page 7.0-2]

Fulfilling that "connectivity" objective will result in significant impacts on the North Newhall area by opening the area to the opportunity for substantial new development, on Dockweiler Drive because of increased traffic flow through the residential sections of the street, and on Lyons Avenue because of increased attraction as a route between the eastern and western parts of Santa Clarita and the two freeways that serve the city. The DEIR recognizes that by saying "... the two components of the project (CPUC approval [of the new railroad crossing], followed by Specific Plan and roadway [Dockweiler Drive] extension) are interdependent. The crossing change cannot be done without the development of the NNSP [North Newhall Specific Plan] area." [page 2.0-3]

Yet, the effects of one part of the project upon the other and upon the greater environment must be postponed according to the DEIR. "The City will prepare the Stage II document upon receipt of a project application form deemed completed by the Community Development Department." [page 2.0-3] That statement is made even though enough is known about the NNSP that it can be described in great detail as to the proposed uses – residential units, research and development, offices, community retail, and a hotel – and as to the exact numbers of units and the exact floor areas of the non-residential components. [page 5.6-5]

Telephone
(310) 558-0808

5105 Cimarron Lane
Culver City, CA 90230

FAX
(310) 558-1829

Certainly, that is enough detail that the specific impacts of that development and of the extension of Dockweiler Drive could be considered as part of a DEIR of the entire "interdependent" project. Postponing consideration of the difficult issues that will arise from the Stage II components may lead the reader to infer that the project proponent is avoiding addressing potentially significant problems for the developer of the NNSP. The fact that the probable developer of the NNSP is funding the preparation of the EIR can only strengthen that inference. [City Council action on May 26, 2009, authorizing the professional services agreement to prepare the EIR. "EIR preparation costs will be borne by the co-applicant, Casden Santa Clarita, LLC", according to the City Council Agenda Report. The City of Santa Clarita is the other co-applicant of the project.]

- 2. As currently configured, the Lyons Avenue railroad crossing will not connect to any existing street east of the railroad in "Stage I" of the project. Therefore, the crossing will not be functional until a street connection – purportedly, the extension of Dockweiler Drive – is completed, and the analysis of the railroad crossing should not be separated from the analysis of the street extension, as they are "interdependent".**

State and federal agencies that are evaluating a road project apply the standard of "independent utility". That is, they determine whether or not the proposed road improvement will function on its own without further construction of another road project.

As illustrated in several DEIR figures, the eastern extent of the Lyons Avenue railroad crossing project will be the western edge of Newhall Creek. [Figures 2.0-4, 5.5-5, and 5.6-1] The new crossing cannot function until it is connected to the rest of the street network. As currently proposed by the City, the extension of Dockweiler Drive is the connection. The "two components of the project ... are interdependent. The crossing change cannot be done without the development of the NNSP area." [page 2.0-3]

As stated in the DEIR, the existing 13th Street railroad crossing is not proposed to be closed to traffic until Dockweiler Drive has been extended to connect to the new Lyons Avenue railroad crossing. "Upon approval by the California Public Utilities Commission (CPUC) and the completion of the future extension of Dockweiler Drive as a part of the North Newhall Specific Plan (NNSP) Stage II EIR, the existing 13th Street at-grade rail crossing would be abandoned." [page 3.0-4] Also, "Upon completion of the future Dockweiler Drive extension and the at-grade rail crossing at Lyons Avenue, the existing 13th Street at-grade rail crossing would be closed." [page 5.6-22]

The Southern California Regional Rail Authority (SCRRA), a five-county joint powers authority created by the CPUC, has passed Resolution 98-21, which requires that a member agency that is requesting a new highway-railroad crossing also request the closure of an existing highway-railroad crossing, "so there will be no net increase in the number of highway-railroad crossings on SCRRA's commuter rail system." [page 5.6-17] Therefore, the Lyons Avenue crossing could not be opened until the 13th Street crossing can be closed. In the meanwhile, the Lyons Avenue crossing will have to be made unusable by the installation of barricades or similar methods to block traffic flow.

There is no substantive explanation of why the proponents of the project are in a hurry to produce the DEIR for the Lyons Avenue railroad crossing when its functionality is entirely dependent on the connection to Dockweiler Drive, and the EIR process for the extension of that street has not yet begun. When will the street extension be constructed, so the new crossing could be opened to traffic?

3. There is no indication in the DEIR that the extension of Dockweiler Drive will be feasible despite several severe physical impediments and substantial impacts on the environment along the existing street.

Currently, Dockweiler Drive extends from a tee-intersection with Sierra Highway, near the southeastern limits of the City of Santa Clarita, to a short distance west of Leonard Tree Lane, a total length of approximately 9/10ths of a mile. Beyond the end of the paved roadway west of Leonard Tree Lane, the extension of Dockweiler Drive is an unpaved, narrow dirt track, less than two lanes wide, along a narrow piece of land that juts out toward the west from the existing residential neighborhood.

On either side of the dirt road and at its western end, there are steep embankments to the valleys below. Both the side embankments and the valley to the west appear to be several hundred feet in height. The area on top of the land that is currently occupied by the narrow dirt road is not wide enough to accommodate the proposed street extension. Therefore, there will have to be substantial importing of earth and, perhaps, construction of large retaining walls to fill in the existing side embankments and provide an adequate "platform" upon which to build the new street. Extending the road toward the west across the valley may require further earth fill and retaining walls, or, perhaps, an expensive bridge with no connections to the land and developments on either side. Alternatively, Dockweiler Drive could be extended downward into the valley by way of relatively steep roadway grades and side slopes. Either method of extending the street will require substantial earth-moving that may make it impracticable to build the extension.

"According to the Santa Clarita General Plan, Dockweiler Drive is designated as a secondary highway." [page 2.0-19] "The approved Master's College Master Plan amended the Circulation Element to define and re-designate Dockweiler Drive as a four lane secondary highway." [page 10.0-2]

Currently, "Dockweiler Drive consists of one lane in each direction with a landscaped median and is used as the primary access to single-family and multiple-family residences along Dockweiler Drive." [page 2.0-19] Essentially, the existing street is acting as a Local Residential Street with parking permitted at all times at both curbs. The parking is used extensively throughout the day. The two roadways (including the parking) are each 25 feet wide, and the landscaped median that separates the roadways is 13 to 14 feet wide.

Connecting that residential neighborhood street to a secondary highway will change the character of the street and the residential neighborhood that it serves. The proposed Dockweiler Drive-Lyons Avenue-Pico Canyon Road artery will provide a continuous east-west through route from substantially west of the Golden State Freeway (I-5) to the Antelope Valley Freeway (SR-14), an uninterrupted length of more than five miles. Obviously, such a

Mr. Robert P. Silverstein, Esq.
May 26, 2010

Page 4

route connecting several of the City of Santa Clarita's communities and the two freeways will attract substantial volumes of through traffic.

The existing section of Dockweiler Drive functions as a residential neighborhood street now, because the only development it serves is residential, and there can be no through traffic from other communities, because the street ends at Leonard Tree Lane. Residents who are used to a relatively peaceful street environment will experience increased noise, vibrations, and potential safety hazards resulting from the intrusion of through traffic when Dockweiler Drive is connected to Lyons Avenue.

There is no assurance that the existing street section, with only one traffic lane in each direction, will accommodate the substantial increases in traffic flows throughout the day, and particularly during the peak commuter periods. There may come a time when it will become necessary to eliminate the on-street parking on Dockweiler Drive in order to provide a second lane in each direction to match the four-lane divided configuration of the proposed secondary highway that will be built as the street extension toward the west to connect to Lyons Avenue. That elimination of curbside parking will cause a hardship to the residents along the existing section of the street who are used to the availability of on-street parking along Dockweiler Drive through their neighborhood, particularly those who have garages that will accommodate cars but not trucks.

Is the City contemplating widening the existing segment of Dockweiler Drive to provide two lanes in each direction while retaining the parking? Adequate widening would essentially eliminate the landscaping, including mature trees, in front of many of the residences that line the street. Will sidewalks be provided along existing Dockweiler Drive to accommodate the school children and other pedestrians where there are no sidewalks now? Considering the increases in traffic volumes and vehicle speeds that will accompany the continuity of the street, the pedestrian safety issues must be addressed before connection can be approved.

The City has recognized the potential for through traffic problems on Dockweiler Drive after its extension to Lyons Avenue. "[T]he City plans to incorporate traffic calming measures on Dockweiler Drive to limit cut-through traffic to and from Sierra Highway to maintain the residential character of the existing Dockweiler Drive." [page 5.6-6] This is an admission that the proposed connection of the two streets is a flawed plan that will immediately lead to significant impacts on the environment in the existing residential neighborhood.

In traffic engineering, it is not typical practice to apply traffic calming measures to any arterial street, such as the secondary highway. For any arterial street, the primary purpose is the safe and efficient movement of traffic. The installation of traffic calming devices, with the sole purpose of slowing and making the street unattractive to through traffic flow, is at cross purposes with the secondary highway designation. Either the street will be a secondary highway accommodating substantial traffic flows or it will remain a residential neighborhood street providing access and parking for the homes adjacent to the street and a safe, attractive environment for the residents. The street cannot perform both functions effectively.

If Dockweiler Drive is not to become a through traffic route, why not build the new section of the street to be discontinuous from the existing residential section? That is, start the new section in the valley near The Master's College and west of the neighborhood, and then

extend it westward to the Lyons Avenue railroad crossing. That new section would serve the college traffic and provide connectivity to downtown Newhall for the NNSP development, which is one of the goals of the crossing project, while protecting the existing residential neighborhood.

A discontinuity between existing Dockweiler Drive and the proposed secondary highway extension would have several advantages: 1) it would protect the existing residential neighborhood from through traffic; 2) it could be built without the substantial earth-moving costs and environmental impacts that will result from a connection to the existing Dockweiler Drive; and 3) the extension could be named Lyons Avenue to remove driver confusion that would result from a change of street names for the new section east of the railroad.

There would be one disadvantage to the street discontinuity: drivers traveling from and to the NNSP development and other nearby developments could not use the extension as an access route to/from Sierra Highway and the Antelope Freeway. That would be a large component of the undesirable through traffic in the residential neighborhood that would not materialize if the discontinuous design is implemented.

- 4. One of the stated primary objectives of the Lyons Avenue railroad crossing is the improvement of traffic safety. But, the 13th Street crossing has been relatively safe, and its safety could be further enhanced with modernized traffic control devices.**

Every traffic accident is regrettable, especially those that could have been prevented by a better physical condition or better application and operation of traffic control devices.

"A review of the United States Department of Transportation (U. S. DOT) – Federal Railroad Administration traffic report indicates a total of four train-auto accidents have been recorded at the 13th Street at-grade rail crossing since December 1977, including 1 fatality." [page 5.6-9] The DEIR includes the actual accident reports for each of the four accidents as part of the appendix to the Overland Traffic Consultants, Inc. report, which itself is an appendix to the DEIR. Following are data for the four accidents.

<u>Date & Time of Accident</u>	<u>Highway Vehicle Driver Action</u>	<u>Number of People Killed</u>	<u>Number of People Injured</u>
12/03/1977; 5:35 p.m.	Stalled on crossing	0	0
12/06/1990; 10:00 a.m.	Stopped on crossing	0	0
01/16/1999; 3:30 p.m.	"Drove through gates"	1 (83-year-old driver)	0
07/23/1999; 2:32 p.m.	Stalled on crossing	0	0

After the first accident in 1977, it was 13 years until the next accident in 1990. Then, it was more than eight years until the next two accidents, both in 1999. Since the fourth accident (July 1999), there have been more than ten years with no railroad crossing accidents at 13th Street. That current record is better than the experience cited in the DEIR as exemplary for "the crossing at Ruether Avenue where only one accident has been reported in more than 10 years of operation." [page 5.6-29]

In three of the four accidents, there was no one killed or injured in either the highway vehicle or on the train. In the one fatal accident, there was probably driver error, as the vehicle was driven through or around the crossing gates that were operating properly.

Those four accidents over a 32-year period are not sufficient to warrant the relocation of the 13th Street railroad crossing to Lyons Avenue for safety considerations. All four accidents could have been prevented by the installation of better traffic control devices, that is, the same devices that are being proposed in the DEIR for the relocated crossing and are described as "Sealed corridor safety enhancements". [page 5.6-29] The proposed measures for the Lyons Avenue crossing include "four-quadrant gates to eliminate all travel across the tracks when the signals are activated, ... raised central medians, ... and video cameras to monitor operation of the at-grade rail crossing ..." [pages 5.6-29, 30] If those or similar measures had been installed at the 13th Street crossing, all four accidents, especially the fatality, would likely have been prevented.

It would be interesting and useful to the public and the decision makers to have a comparison between the experience of four railroad-highway vehicle accidents in 32 years (1977 through 2009) at the existing 13th Street railroad crossing versus the highway vehicle accident history at the nearby Lyons Avenue/Railroad Avenue intersection during the same 32 years. Although we do not have the accident history for the street intersection, the City staff has access to it, and they should be requested to provide the street intersection accident history for comparison purposes.

5. The DEIR conclusion that the proposed railroad crossing relocation project will not be "growth inducing" is contradicted by other statements in the DEIR.

According to the DEIR, "Generally, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of four criteria that are identified below:

- Removal of an impediment to growth (... the provision of new access to an area) ..." [page 10.0-1]

Also in the DEIR, "Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include non-existent or inadequate access to an area or the lack of essential services." [page 10.0-2]

The DEIR discussion in Section 10 continues by describing several amendments to the General Plan Circulation Element that called for the extension of Dockweiler Drive, as a four-lane secondary highway, and its connection to Lyons Avenue. The objective of that street project would be "... to allow for traffic flow from Sierra Highway to Interstate (I) 5 Freeway." [page 10.0-2]

Then, the DEIR authors come to the following conclusion: "This project [relocation of the railroad crossing] is not growth inducing as the proposed project would facilitate circulation within an infill area of the City and does not encourage growth into the area. As such, the proposed project would not be considered growth inducing." [page 10.0-2] That conclusion

seems to be based on the theory that a street that is shown in the Circulation Element, although not actually built, can be considered as if it actually exists and is usable by traffic.

The conclusion is completely contradicted by a statement in the "Alternatives" section of the DEIR. In describing "Alternative 1 – No Project Alternative", the DEIR states, "The Stage II North Newhall Specific Plan (NNSP) would not occur" if the railroad crossing relocation does not take place. [page 7.0-10] The NNSP is the planned development of "809 dwelling units plus a commercial land use component of approximately 176,500 square feet (sf) of research and development uses, 186,500 sf of office uses, 40,000 sf of community retail, and a hotel of 70,000 sf." [page 5.6-5] Therefore, a substantial and, perhaps, the primary purpose of the railroad crossing relocation (Stage I) project is to facilitate the development planned for the NNSP (the Stage II project).

Contrary to the DEIR conclusion, it should be concluded that any street improvement project that will make it feasible to build such an extensive development should be considered growth inducing, and the relocation of the railroad crossing meets that definition.

6. The stoppage of trains at the nearby Metrolink station may impact traffic flow at the proposed Lyons Avenue railroad crossing.

"The nearest rail station to the proposed project is located at Railroad Avenue and Market Street approximately 0.2 mile south of the Lyons Avenue and Railroad Avenue intersection (project site)." [page 3.0-7] The station is approximately 1,000 feet south of the proposed railroad crossing. Will trains stopped at the station result in the crossing gates and flashers remaining activated for the duration of the stop? If so, the crossing would not be usable for highway vehicle traffic during those stops, which will be most significant during the morning and afternoon commuter traffic and commuter train peak periods. If it can be documented, with technical information about the operation of the crossing gates and signals, that there will be no interference with Lyons Avenue traffic flow as a result of stopped trains and the operation of the crossing protection devices, that should be presented clearly in the DEIR. In either case, the concern that has been expressed by many Santa Clarita residents should be specifically addressed in the DEIR.

7. The analysis of the construction impacts of the project does not address the most important issue – the detouring of traffic from Railroad Avenue and Lyons Avenue while both streets are being elevated and widened.

The railroad track east of the Lyons Avenue/Railroad Avenue intersection is approximately 4 ½ to 5 feet higher than the existing surface of the street intersection. To achieve an at-grade crossing of the railroad, substantial sections of both streets will have to be elevated – Lyons Avenue from Main Street to Railroad Avenue, and Railroad Avenue from approximately 9th Street to north of 11th Street. In conjunction with the elevation of the two streets, both streets will be widened, and new sidewalks, retaining walls, and improvements to the adjacent properties will have to be built.

During the time that the two streets are being re-constructed, traffic that currently uses those streets will have to be detoured to other streets. For example, Lyons Avenue traffic heading to the existing 13th Street railroad crossing may be forced to use Walnut Street and 12th

Street to bypass the construction area. North-south traffic currently using Railroad Avenue may have to use Main Street, Walnut Street, or Newhall Avenue.

The DEIR does not address the significant issue of traffic that will have to be detoured during the substantial street re-construction period. [page 5.6-22] The only construction-related issues addressed are the movements of large construction equipment and the commuting of construction workers, both of which are significant issues, but will be far less disrupting than the closure of two arterial streets to all traffic during the re-construction of both streets.

The construction-related questions that should be addressed by the DEIR include the following. 1) Will the streets that are available for detour routing have the capacities to carry the substantial volumes of additional traffic? 2) What will be the impacts on developments, particularly downtown businesses, adjacent to those streets? 3) How far from the construction area will drivers route themselves to the detour streets in order to minimize congestion and delay near the construction area? 4) What will be the impact of construction detouring and related congestion on access to and use of the Metrolink station that is located only two blocks south of the beginning of the Railroad Avenue re-construction section?

8. The requirements of the construction plan mitigation measure are confusing and contradictory.

Mitigation Measure MM 5.6-1 begins with the requirement that "The applicant shall develop and implement a construction traffic control plan (CTCP) prior to the start of construction." [page 5.6-26] Some of the conditions for the plan are as follows:

- "The CTCP shall be submitted to, and approved by, the City Engineer." [emphasis added]
- "In areas where traffic control necessitates, the contractor shall provide, post and maintain 'No Parking' and 'No Stopping' signs, as directed by the Director of Public Works." [emphasis added]
- "The locations of all signs shall be determined in the field by the County Engineer in conjunction with the contractor." [emphasis added]

Are those requirements meant to apply to three different people? Or, are the City Engineer and the Director of Public Works the same person? And, why is the County Engineer involved in performing a single task during a construction project that is entirely within the City of Santa Clarita?

In summary, my recommendation is that further study be given to the feasibility of connecting Lyons Avenue to Dockweiler Drive and to the practical problems and environmental impacts that will result. As part of that study, there should be serious consideration of my recommendation to extend Lyons Avenue to the vicinity of the Master's College but not connect it to the existing residential section of Dockweiler Drive, as discussed on pages 4 and 5 of this letter.

Mr. Robert P. Silverstein, Esq.
May 26, 2010

Page 9

Then, after an agreeable program has been set forth, a single DEIR should be prepared to analyze the impacts of the relocation of the railroad crossing, the extension of the arterial street, and the extensive development proposed for the NNSP area, particularly the Casden project and the Compass Blueprint Project. At that time, sufficient duration should be provided for the public to review the complex, multi-faceted project that is the total of all of the issues that should be considered as an "interdependent" project.

I would be pleased to discuss my comments with you, with members of the public, and with the staff and officials of the City of Santa Clarita.

Very truly yours,

Arthur L. Kassan, P.E.
Registered Civil Engineer No. C 15563
Registered Traffic Engineer No. TR 152



City of
SANTA CLARITA

23920 Valencia Boulevard • Suite 300 • Santa Clarita, California 91355-2196

Phone: (661) 259-2489 • FAX: (661) 259-8125

www.santa-clarita.com

October 1, 2012

Dear Santa Clarita Resident:

Subject: Information to Property Owners in Flood Prone Areas

This letter is being sent to you for informational purposes only because our records show that your property is very likely located in the floodplain. The City of Santa Clarita (City) is working on ways to improve and increase its circulation of, and accessibility to, information that pertains to the floodplain in an effort to better educate and assist its citizens about developing and living in the floodplain. Please take the time to read the information below, and if you have further questions, or would like additional information, a variety of contact information has been supplied at the end of this document.

Overview

The City features one large river and several smaller tributaries or streams, which are susceptible to annual flooding events, pose threats to life and safety, and cause significant property damage. The main river is the Santa Clara River while streams include Bouquet Canyon Creek, San Francisquito Creek, Placerita Creek, Newhall Creek, Railroad Canyon Creek, Mint Canyon Creek, Sand Canyon Creek, Iron Canyon Creek and the South Fork of the Santa Clara River. The City has approximately 3,600 acres of floodplain and nearly 4,400 individual parcels that are partially or entirely located within the floodplain. Runoff from storm events in the surrounding watershed contributes substantially to flooding, and ongoing development within the City continues to displace natural areas that have historically functioned as flood storage.

Recent Flooding Events

The flooding and associated landslide events in January and February of 2005 represent the most recent significant flooding in the Santa Clarita Valley. Average annual rainfall for the valley is typically around 17 inches and in the early part of 2005, the City experienced over 42 inches of rainfall. Damage was mostly limited to banks along San Francisquito Creek, Newhall Creek and the Santa Clara River. Trail systems that are directly adjacent to the San Francisquito Creek and the Santa Clara River were washed out in areas that did not have buried bank stabilization. The Polynesian Mobile Home Park which is located adjacent to Newhall Creek experienced up to four feet of flooding when the banks of Newhall Creek were overtopped. The Sand Canyon Mobile Home Park lost one residence where approximately 75 feet of bank eroded away prior to reaching the mobile home. Claims filed under the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) from the City were approximately \$2.5 million.

Although the floods of 2005 represented a larger scale event, they are not unprecedented within the recent past. The floods in February 1998, January and February 1995 and the winter storms

Flood Hazards in the City of Santa Clarita



in 1992 all caused severe flooding and resulted in FEMA declaring Los Angeles County a disaster area.

Causes of Flooding in the Santa Clarita Valley

Flooding occurs when climate (or weather patterns), geology and hydrology combine to create conditions where river and stream waters flow outside of their usual course and "overspill" beyond their banks. In the Santa Clarita Valley, the combination of these factors, augmented by ongoing development create seasonal flooding conditions. Two types of flooding primarily affect the Santa Clarita Valley; riverine flooding and urban flooding. Riverine flooding is the overbank flooding of rivers and streams. Flooding in large river systems typically results from large scale weather systems that generate prolonged rainfall over a wide geographic area, causing flooding in hundreds of smaller streams, which then drain into the major rivers. In addition, any low-lying area has the potential to flood. The flooding of developed areas may occur when the amount of water generated from rainfall and runoff exceeds a storm water system's (channel or storm drain) capacity to remove it.

The Santa Clara River and its tributary streams play a major part in moving the large volume of runoff that is generated from the valley and surrounding foothills and mountains. The drainage system, including natural streams as well as constructed storm drain infrastructure within City and County areas, is adequate to handle normal precipitation in the region (15-19 inches per year). With the rapid urbanization of the Santa Clarita Valley since 1960, storm water volumes have increased due to increased impervious surface area from parking lots, rooftops and streets. Flood control facilities have been constructed to mitigate the impacts of development on drainage patterns, including flood control channels, debris basins and runoff control systems.

Flood Insurance

The City participates in the NFIP that makes available federally backed flood insurance for all structures, whether or not they are located within the floodplain. More than 25 percent of NFIP claims are filed by properties located outside the 100-year floodplain, also known as the Special Flood Hazard Area (SFHA). Following the purchase of flood insurance, the NFIP imposes a 30-day waiting period, so residents should purchase insurance before the onset of the rainy season to ensure coverage during the flooding season. Please be aware that standard homeowner or renter insurance policies do not cover losses due to flooding.

Membership within NFIP, and the availability to City residents of flood insurance, requires the City to manage its floodplains in ways that meet or exceed standards set by FEMA. The NFIP insures buildings with two types of coverage: structural and contents. Structural coverage includes walls, floors, insulation, furnace and other items permanently attached to the structure. Contents coverage may be purchased separately to cover the contents of an insurable building. Flood insurance also pays a portion of the costs of actions taken to prevent flood damage.

Since July 1, 1997, all NFIP policies include Increased Cost of Compliance coverage that assists with bringing structures into compliance with current building standards, such as elevating structures 1 foot or more above the height of the one-percent annual chance flood. **The limit of this coverage is \$30,000.**

Federal financial assistance requires the purchase of flood insurance for buildings located within the SFHA; a requirement that affects nearly all mortgages financed through commercial lending

Chris Price

From: Mike Hennawy
Sent: Wednesday, December 16, 2009 3:08 PM
To: James Chow; Jeff Hogan
Cc: Chris Price
Subject: FW: Lyons Avenue Profile & Newhall Creek Study

FYI

From: Craig Kwasniewski [mailto:craig@hmkengineering.com]
Sent: Monday, December 14, 2009 5:13 PM
To: Mike Hennawy
Subject: RE: Lyons Avenue Profile & Newhall Creek Study

Mike

Right now, we want to get this out into the open for discussion between Casden and the City at their meeting on Wednesday.

From: Mike Hennawy [mailto:MHENNAWY@santa-clarita.com]
Sent: Monday, December 14, 2009 5:10 PM
To: Craig Kwasniewski
Cc: James Chow; Jeff Hogan
Subject: RE: Lyons Avenue Profile & Newhall Creek Study

Craig,

After reviewing the profile of the bridge, it's clear that the bottom of the bridge is below the WSE for both the 100 YR clear and the 50 YR B&B.
What is your recommendation to address this?

From: Craig Kwasniewski [mailto:craig@hmkengineering.com]
Sent: Monday, December 14, 2009 4:04 PM
To: 'Ron Mayhew'; Mike Hennawy; James Chow; Jeff Hogan
Cc: 'Mark D. Hardy'; 'Darren Embry'; huntb@hackerbraly.com
Subject: Lyons Avenue Profile & Newhall Creek Study

For your review, attached is the Newhall Creek Study using LA County's 50-Year Storm Bulkhead and Burned flows along with the revised Lyons Avenue (showing the revised LACO WS Elev).

FYI - Portions of the Newhall Creek runoff overflows to the southwest, creating a parallel flow. The flow on this plan represents what remains in the Newhall Creek.

Thanks,

Craig Kwasniewski, P.E.
Senior Hydrologist/Project Engineer
HMK Engineering, Inc.
(310) 449-5511

1/22/2010

HMK Engineering, Inc.

To: Project Team
From: Dave Mercer
Date: September 18, 2007
Subject: Meeting with Metropolitan Water District (MWD) regarding Santa Clarita Right of Way

Last week Ron Mayhew and I met with Kieran Callahan of the MWD to discuss our proposed use of the MWD Right of Way adjacent to our project. The following is a list of issues resulting from our discussion.

1. The MWD may install a parallel feeder line in the future due to increased demand, and the age and problems encountered with the existing feeder. This could involve using both lines in the future or possible abandonment of the existing line. MWD has long contemplated this addition and the tunnel to the southeast of our property is sized to accommodate this addition.
2. The new feeder line would be constructed in a location 15' east of their westerly property line.
3. It was generally agreed that the preliminary location of the secondary roadway connectivity northerly across Placerita Creek would be directly above the location of the proposed feeder line, and would be taken out of service during construction of the line and would have to be reconstructed at City expense. Construction could take 6 months or more.
4. While the MWD would prefer the proposed street be located along the eastern portion of their Right of Way, they also indicated that in this location the street would also be out of service during construction of the feeder line but would only be used for staging, storage and access for construction equipment. The feeder pipe, being 36-inch in diameter necessitates use of the entire right of way during construction.
5. During construction, a minimum of 24-foot vertical clearance is required to lower the pipe into the ground. This would create major problems and add substantially to the cost of a bridge crossing Placerita Creek over the location of the proposed feeder line.

Existing drainage through the MWD right of way cannot be increased in any way and detailed hydrology and hydraulic studies must be reviewed and approved by MWD prior to any construction.

Further study, development of drainage studies and precise road alignment and utility locations will need to be prepared and reviewed in the near future once the project team has digested this information and considered alternatives for presentation to MWD.

01-10-2008



CHAPTER 1

INTRODUCTION

The potential traffic impact of the "Project" has been evaluated using the City of Santa Clara's Traffic Model and the Intersection Capacity Utilization (ICU) methodology as part of the process for evaluating the relocation of the 13th Street railroad crossing to Lyons Avenue. The ICU analysis method calculates the operating conditions of an intersection using a ratio of peak hour traffic volume to the intersection's capacity. The changes in the traffic flow patterns at an intersection and its effect on the intersection's operating conditions determines the significance of the traffic impact. Four key intersections have been selected by the City of Santa Clara for this traffic analysis. These intersections are:

1. Railroad Avenue and 13th Street,
2. Railroad Avenue and Lyons Avenue,
3. Railroad Avenue and Newhall Avenue, and,
4. Newhall Avenue and Lyons Avenue.

The ICU analysis of traffic conditions has been conducted for existing peak hour conditions and for future peak hour conditions with the proposed 13th Street closure and relocation of the railroad crossing to Lyons Avenue. The future analysis also documents traffic conditions with the proposed extension of Dockweiler Drive and traffic growth from other potential land development projects in the Santa Clara Valley.

Traffic Conditions Scenarios

1. Existing (2009) traffic conditions – This analysis is based on the existing traffic volume and the roadway characteristics (i.e., traffic signal operations and traffic lane configurations) as of April 2009.
2. Future (2030) traffic conditions with the "Project" – This analysis utilizes the traffic volume projections from the city's traffic model together with the existing traffic flow data. Note that the future conditions analysis consists of long range traffic projections based on general plan buildout levels with the construction of future roadways (i.e., Dockweiler Drive between Railroad Avenue and Val Del Oro, Golden Valley Road between Newhall Ranch Road to Valley Center Drive, Magic Mountain Parkway from Railroad Avenue to Via

Princessa and Via Princessa between Claibourne Lane to Sheldon Avenue). The buildout scenario includes the full development of the North Newhall Specific Plan area: 733 dwelling units plus a commercial land use component of approximately 176,500 s.f. of research and development uses, 186,500 s.f. of office uses, 40,000 s.f. of community retail, a hotel of approximately 70,000 s.f. and 76 dwelling units on the southern 100 acres of the NNSP area.

3. Future (2030) traffic conditions with the 13th Street Alternative – This analysis utilizes the same land use data in developing the traffic estimates but assumes Dockweiler Drive is extended to 13th Street at Railroad Avenue and does not provide a connection to Lyons Avenue. Other future roadway gap closures listed above are included in the 13th Street alternative analysis.



CHAPTER 2

ENVIRONMENTAL SETTING

Land Use

The land use in the immediate vicinity of the study is community commercial, residential and the Masters College Campus. The North Newhall Specific Plan area is approximately 200 acres. It is primarily located east of Railroad Avenue from the Placerita Creek south to the future Dockweiler Drive extension of Placerita Canyon Road. It also includes the current commercial area just west of Railroad Avenue between Placerita Creek and 13th Street, as shown in the North Newhall Map provided in Appendix B.

Freeways and Streets

In addition to collecting traffic volume data, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 1 illustrates the study locations, type of intersection traffic control and lane configurations. A brief description of the study area roadway facilities is provided below.

The major freeways serving the study area include the Golden State Freeway (Interstate 5) and the Antelope Valley Freeway (Highway 14). Full access to the Golden State Freeway is provided from Lyons Avenue approximately 2 miles west of the study area. This north-south freeway provides access between Sacramento, Bakersfield, the San Fernando Valley and downtown Los Angeles with an average traffic volume of 195,000 vehicles per day south of Lyons Avenue. Current non-directional peak hour traffic volume (vehicles per hour - VPH) on the 5 Freeway is approximately 18,400 VPH.

The Antelope Valley Freeway (Highway 14) is located approximately 2 miles south of the project with full access provided from Newhall Avenue. Highway 14 carries an average traffic volume of 164,000 vehicles per day south of Newhall Avenue, with a non-directional peak hour traffic volume of approximately 12,500 VPH.

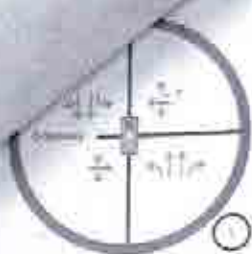
Railroad Avenue (formerly San Fernando Road) is a north-south major highway from Magic Mountain Parkway to Lyons Avenue and a secondary highway from Lyons Avenue to Newhall Avenue. This roadway provides two lanes in each direction and limited parking through the study area.

Newhall Avenue is a north-south secondary highway from 16th Street to Railroad Avenue and provides one lane in each direction. From Railroad Avenue to Highway 14, Newhall Avenue is an east-west designated a major highway with three lanes eastbound and two - three westbound lanes.

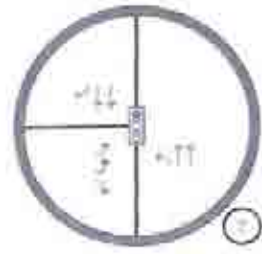
Lyons Avenue is an east-west major highway in the study area. Two – three lanes in each direction are provided with traffic signals and left turn channelization at major intersections.

13th Street is an east-west unimproved local roadway. This roadway provides access to The Master's College and the Placerita Canyon neighborhood via its intersection with Railroad Avenue. One lane is provided in each direction. As part of the Master's College Master Development plan, the main access to the college will be moved from 13th Street/Placerita Canyon Road to the extended Dockweiler Drive along the west side of the campus.

Dockweiler Drive is an east-west secondary highway between Sierra Highway and Leonard Tree Lane. As part of The Master's College Master Plan, Dockweiler Drive would be extended westerly $\frac{3}{4}$ mile from its current terminus. The future extension is through the proposed North Newhall Specific Plan westerly from The Master's College to Railroad Avenue (either at Lyons Avenue or the 13th Street alternative).



13TH STREET & RAILROAD AVENUE



LYONS AVENUE & RAILROAD AVENUE



NEWFALL AVENUE & RAILROAD AVENUE



LYONS AVENUE & NEWFALL AVENUE

Note: Traffic volume for each approach is for the signal.



FIGURE 1

STUDY INTERSECTION CHARACTERISTICS


Overland Traffic Consultants, Inc.
 27001 Thornley Road, Suite 2000, Irvine, CA 92618
 (949) 261-2433 • (949) 261-2434 • (949) 261-2435

CHAPTER 3**EXISTING CONDITIONS ANALYSIS**

This chapter contains the methodology for analyzing the capacity and level of service (LOS) of the intersections selected for evaluation. The focus of this analysis is the determination of the LOS for the existing conditions.

The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method. All study intersections were evaluated using this methodology pursuant to the criteria established by the City of Santa Clarita. The peak hour traffic counts were used along with current intersection lane configuration and traffic controls to determine the intersection's operating condition. Field observations during peak hours and during train crossing periods were conducted to validate and adjust the calculated LOS conditions for right-turn overlaps traffic signal phases and observed approach delays.

The ICU procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity (C) for a V/C ratio. Intersection capacity represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

A traffic lane capacity of 1,750 vehicles per hour per lane and 5 to 10% yellow traffic signal clearance time have been used in the V/C calculation. To account for the train crossing delays, a 2% reduction in the conflicting movement capacities have been applied.

Once the volume-to-capacity ratio (i.e., ICU value) has been calculated and field verified, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 1. Level of Service standard D is generally considered the design capacity of arterial intersections and is thereby set as



the performance standard. The City of Santa Clarita strives to achieve LOS D or better where feasible.

Table 1
Level of Service Definitions

<u>LOS</u>	<u>V/C Ratio</u>	<u>Operating Conditions</u>
A	0.000 – 0.600	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.600 – 0.700	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.700 – 0.800	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.800 – 0.900	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.900 – 1.000	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.000	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration, hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

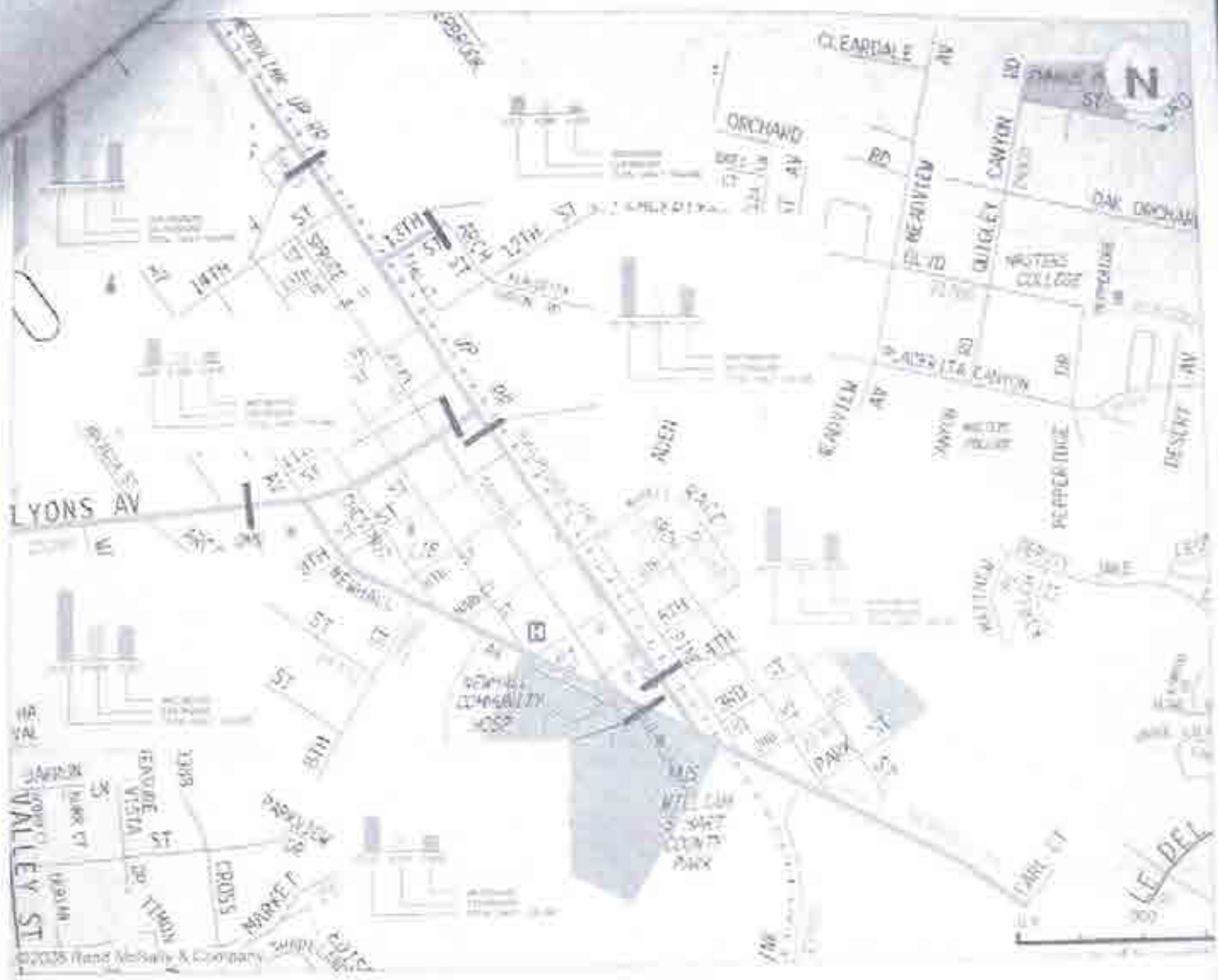


Traffic volume data used in the following intersectional analysis were based on traffic counts conducted by National Data & Surveying Services, an independent traffic data collection company. Traffic volume was collected from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM in mid April 2009 when schools were in-session. The peak hour volume for each intersection was then determined by adding the four highest consecutive 15 minute volumes for all movements. Existing daily street segment counts and peak hour traffic volume at each study intersection are illustrated in Figures 2 - 4. Data collection worksheets for the peak hour traffic volume counts are contained in Appendix C.

By applying the capacity analysis procedures to the intersection data, the ICU values and the corresponding Levels of Service (LOS) for existing traffic conditions were calculated at each intersection during the peak hours. Field observations were conducted and adjustments made to account for approach delays, traffic signal overlap phases and travel time delay due to train crossings. The resulting LOS values are summarized in Table 2. As shown in Table 2, all the intersections are currently operating at acceptable levels of service. Supporting worksheets are contained in Appendix D of this report.

Table 2
Level of Service for Existing (2009) Conditions

<u>No</u>	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>ICU</u>	<u>LOS</u>	<u>ICU</u>	<u>LOS</u>
1	Railroad Avenue & 13 th Street	0.559	A	0.733	C
2	Railroad Avenue & Lyons Avenue	0.543	A	0.525	A
3	Railroad Avenue & Newhall Avenue	0.741	C	0.871	D
4	Lyons Avenue & Newhall Avenue	0.573	A	0.622	B



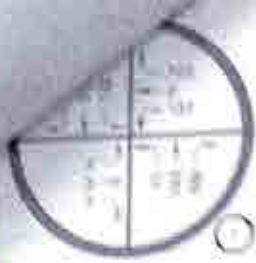
DAILY COUNT LOCATION

DAILY COUNT LOCATION	DAILY VOLUME	S/B OR E/B	N/B OR W/B
RAILROAD AVENUE N/O 13TH STREET	32,570	17,045	15,525
13TH STREET E/O RAILROAD AVENUE	9,213	4,961	4,252
RAILROAD AVENUE S/O LYONS AVENUE	28,738	14,604	14,134
RAILROAD AVENUE N/O NEWHALL AVENUE	26,211	13,208	13,005
NEWHALL AVENUE NW/O RAILROAD AVENUE	17,137	9,531	7,606
LYONS AVENUE W/O RAILROAD AVENUE	12,667	6,689	5,978
LYONS AVENUE W/O NEWHALL AVENUE	32,413	16,902	15,511

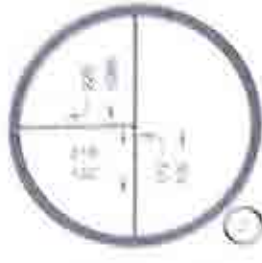
FIGURE 2

DAILY (2009) TRAFFIC VOLUMES

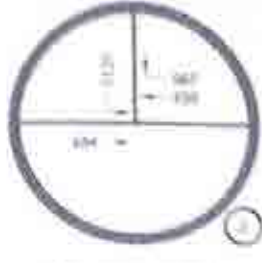

Overland Traffic Consultants, Inc.
 7727 Canyon Blvd, Suite 200, Boulder, CO 80504
 303.440.8222 • 2011 W. MARKET ST.



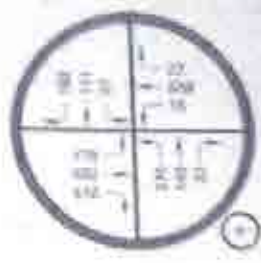
15TH STREET & RAILROAD AVENUE



17TH STREET & RAILROAD AVENUE



NEWARK AVENUE & RAILROAD AVENUE



LAUNE AVENUE & MERRILL AVENUE

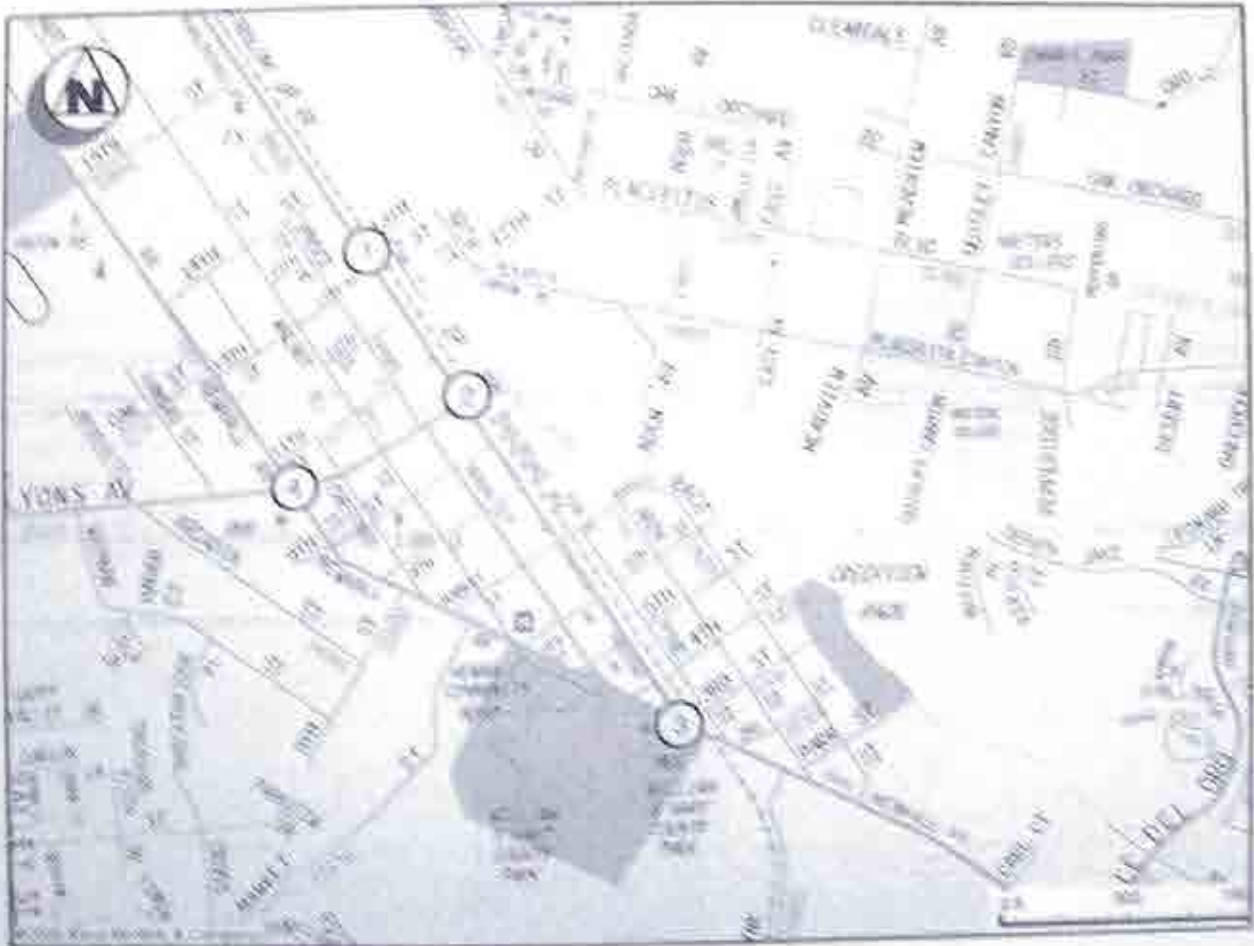
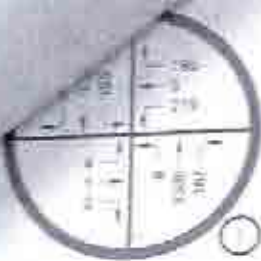


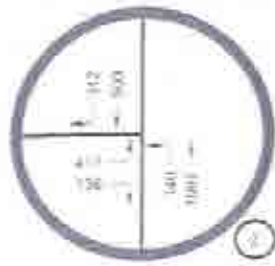
FIGURE 3

EXISTING (2008) TRAFFIC VOLUMES
AM PEAK HOUR

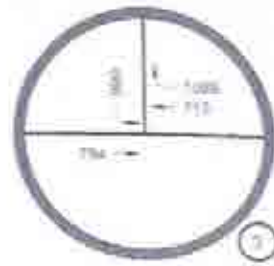
Overland Traffic Consultants, Inc.
2001 YONS STREET, SUITE 200, ELIZABETH, NJ 07208
908.382.1100



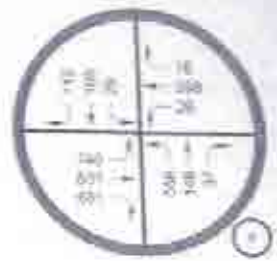
17TH STREET &
RAILROAD AVENUE



LYONS AVENUE &
RAILROAD AVENUE



NEWHALL AVENUE &
RAILROAD AVENUE



LYONS AVENUE &
MERRILL AVENUE

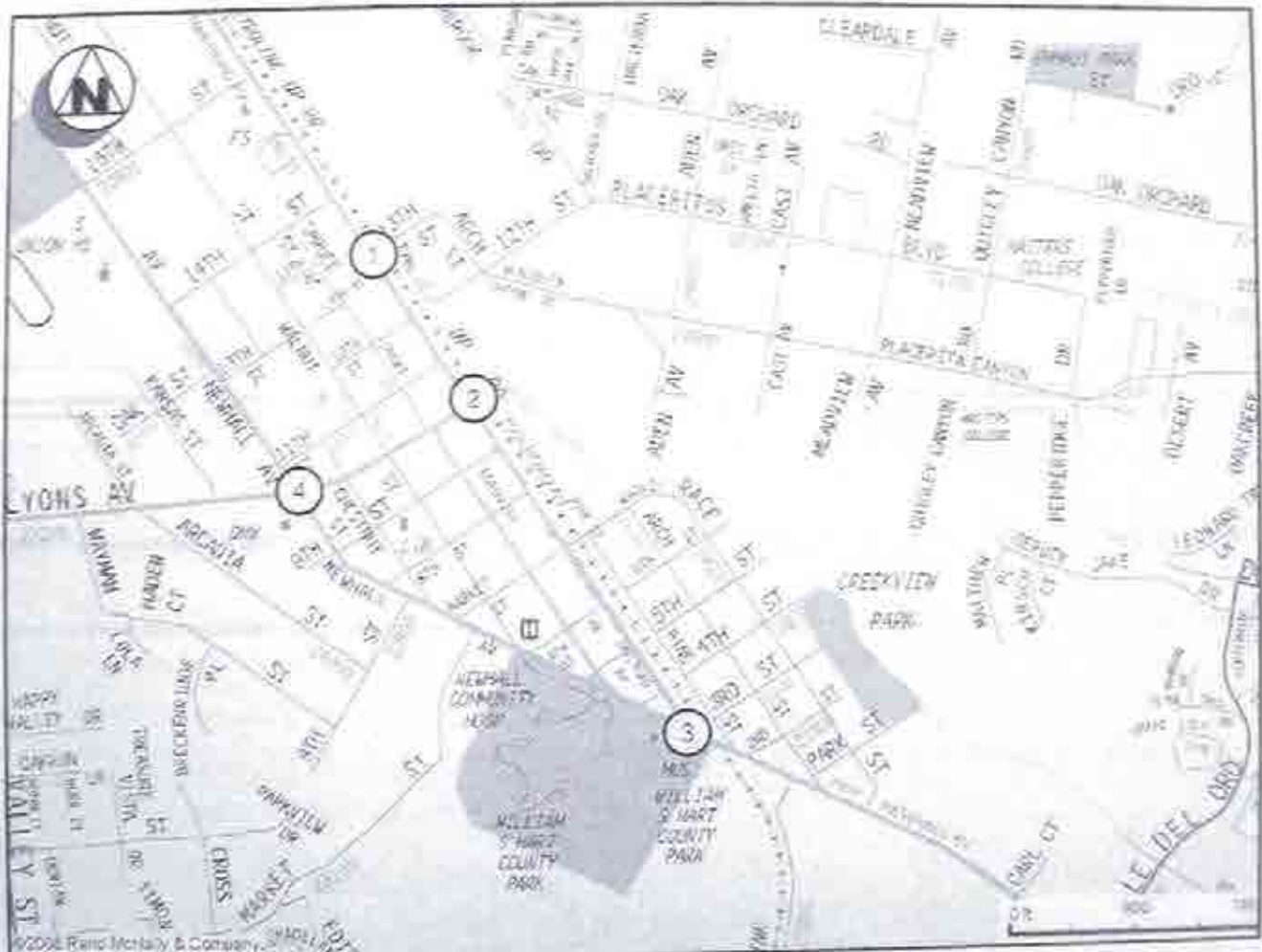


FIGURE 4

EXISTING (2009) TRAFFIC VOLUMES
PM PEAK HOUR



Overland Traffic Consultants, Inc.

27001 Timberline Road #200, Silver Spring, MD 21150
(301) 289-2433 x. 189 (T) 92-9419 F. (301) 289-2434

CHAPTER 4**FUTURE CONDITIONS ANALYSIS**

This chapter contains the methodology for analyzing the future capacity and level of service (LOS) for the "Project" traffic conditions and the 13th Street alternative.

Future traffic volume growth projections have been provided by the City of Santa Clarita using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) which is jointly maintained by the City and County of Los Angeles to analyze the roadway system and develop the circulation element of the General Plan. The City's traffic forecasting model is consistent with regional models prepared by the Southern California Association of Governments (SCAG) and the Los Angeles County Congestion Management Program.

The traffic model estimates traffic flow based upon existing and future land use data and the supporting roadway network. For this analysis the model forecasts traffic patterns for the future buildout (2030) study year to evaluate traffic volume crossing the railroad tracks at both Lyons Avenue and the 13th Street alternative.

The future conditions analysis consists of long range traffic projections based on general plan buildout levels with the construction of future roadways (i.e., Dockweiler Drive between Railroad Avenue and Val Del Oro, Golden Valley Road between Newhall Ranch Road to Valley Center Drive, Magic Mountain Parkway from Railroad Avenue to Via Princesa, and Via Princesa between Claibourne Lane to Sheldon Avenue). The traffic growth forecast also includes traffic calming measures on Dockweiler Drive to limit cut-through traffic to and from Sierra Highway to maintain the residential character of the existing Dockweiler Drive.

Significant Traffic Impact Criterion

For the purposes of this analysis, traffic mitigation measures (i.e., improvements to the intersections or roadways) have been based on the City of Santa Clarita desire to maintain a Level of Service D standard (LOS D).

Results of the analysis of future traffic conditions at the study intersections with the cumulative traffic growth and proposed network modifications are shown in Table 3.

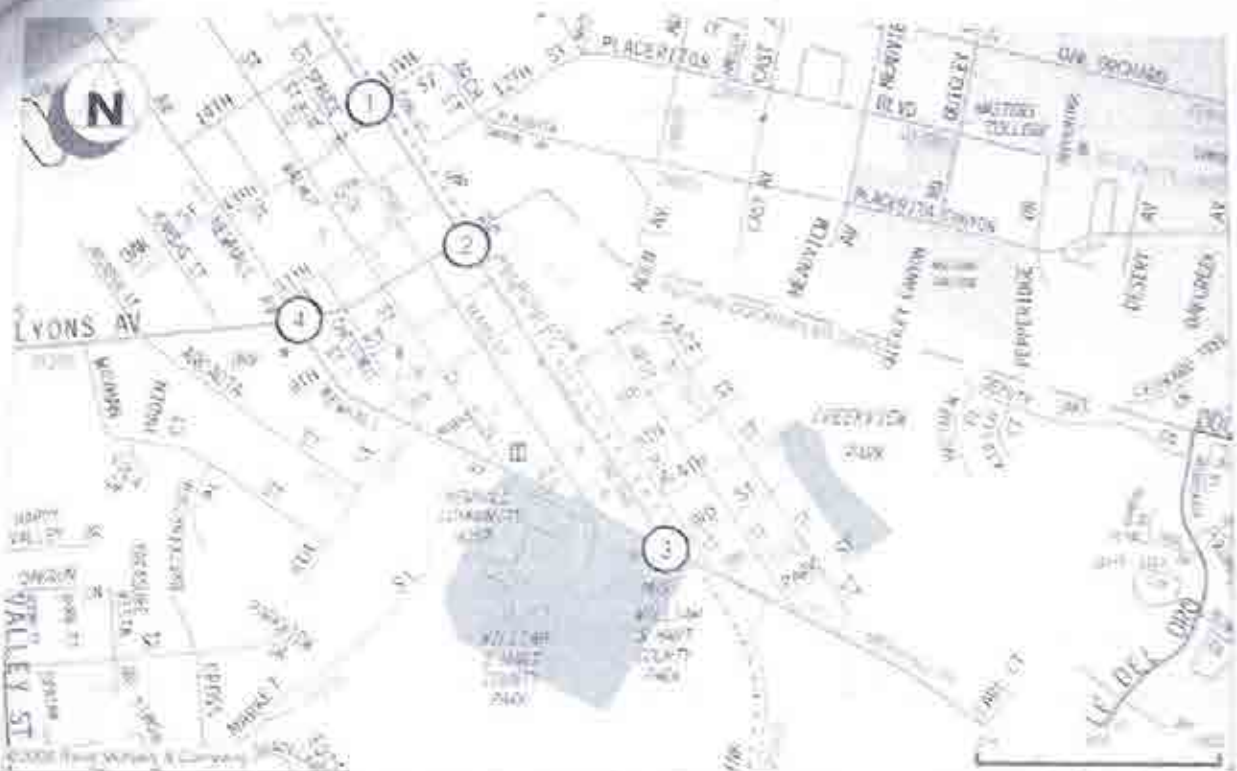


In the future cumulative "Project" analysis, the intersection of Railroad Avenue and Newhall Avenue and Railroad Avenue and Lyons Avenue will operate below the City's standards without additional roadway improvements. Likewise, in the 13th Street alternative, Railroad Avenue and Newhall Avenue and Railroad Avenue and 13th Street will operate below the City's standards without additional roadway improvements. The list of improvements recommended for the "Project" and 13th Street alternative project are provided in Chapter 5 of this report.

Table 3
Future Cumulative Traffic Conditions
Without Improvements

No.	Intersection	Peak Hour	Future Cumulative Traffic Conditions Without Improvements					
			Existing		Project Lyons Avenue Crossing		Alternative 13th Street Crossing	
			LCU	LOS	LCU	LOS	LCU	LOS
1	Railroad Avenue & 13th Street	AM	0.559	A	0.507	A	0.609	B
		PM	0.733	C	0.537	A	1.062	F
2	Railroad Avenue & Lyons Avenue	AM	0.513	A	0.902	F	0.611	D
		PM	0.525	A	1.116	F	0.865	D
3	Railroad Avenue & Newhall Avenue	AM	0.741	C	0.823	D	0.966	D
		PM	0.874	D	1.017	F	1.053	F
4	Lyons Avenue & Newhall Avenue	AM	0.573	A	0.780	C	0.787	C
		PM	0.622	B	0.817	D	0.787	C

Future cumulative buildout (2030) traffic volume estimates used for this analysis are shown graphically in Figures 5 through 9 for the "Project" and for the 13th Street alternative.



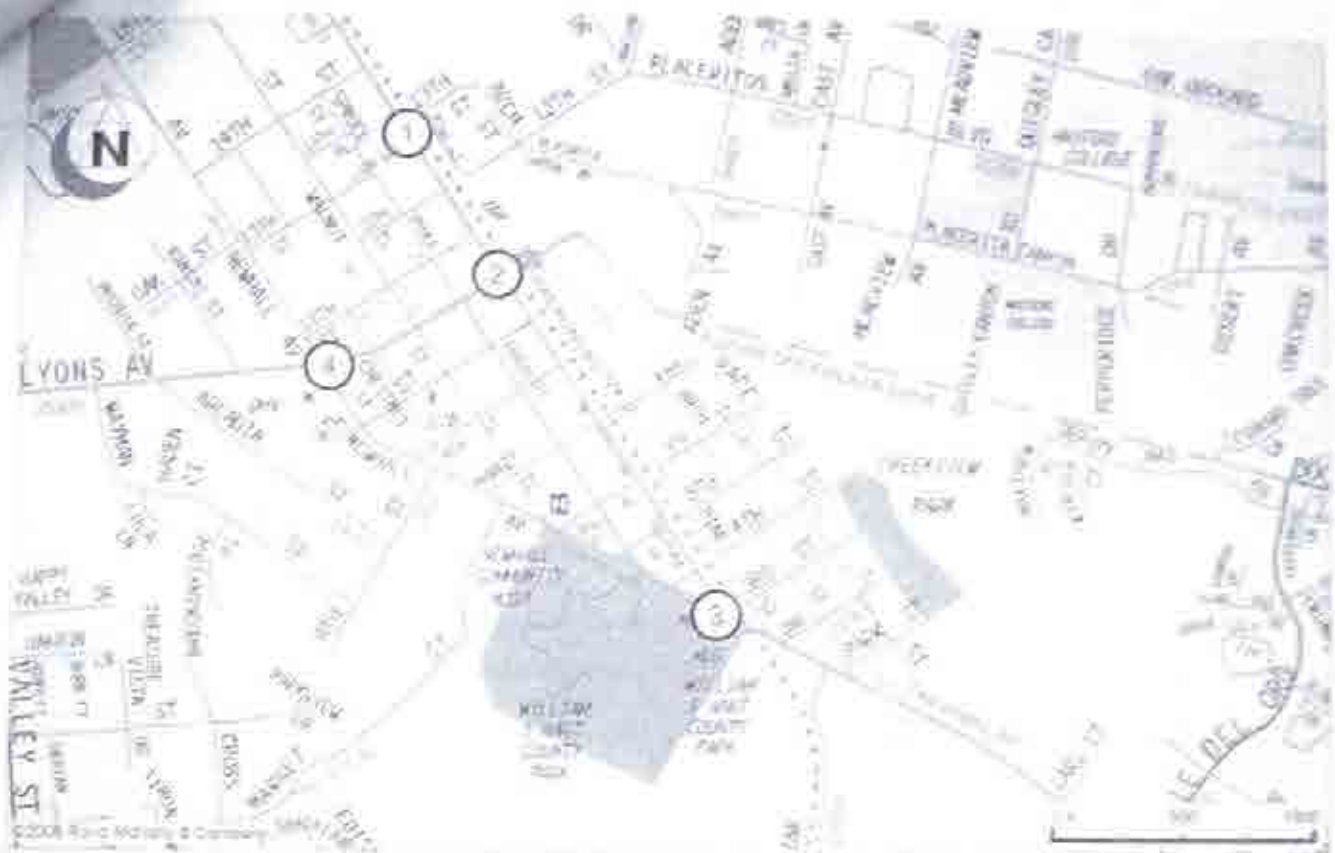
INTERSECTION	2009 EXISTING	FULL NNSP	INTERSECTION	2009 EXISTING	FULL NNSP
1. Railroad Avenue & 13th Street			3. Railroad Avenue & Newhall Avenue		
2. Railroad Avenue & Lyons Avenue			4. Lyons Avenue & Newhall Avenue		

FIGURE 5

LYONS AVENUE RAILROAD CROSSING
 BUILDOUT (2030) STUDY YEAR
 AM PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
 7107 Turkey Run Road, Suite 200, CA 95020
 925.261.2121 FAX 925.261.2122 WWW.OTCINC.COM

FORM 2-1997 (REV. 02/01) DRAW 0110

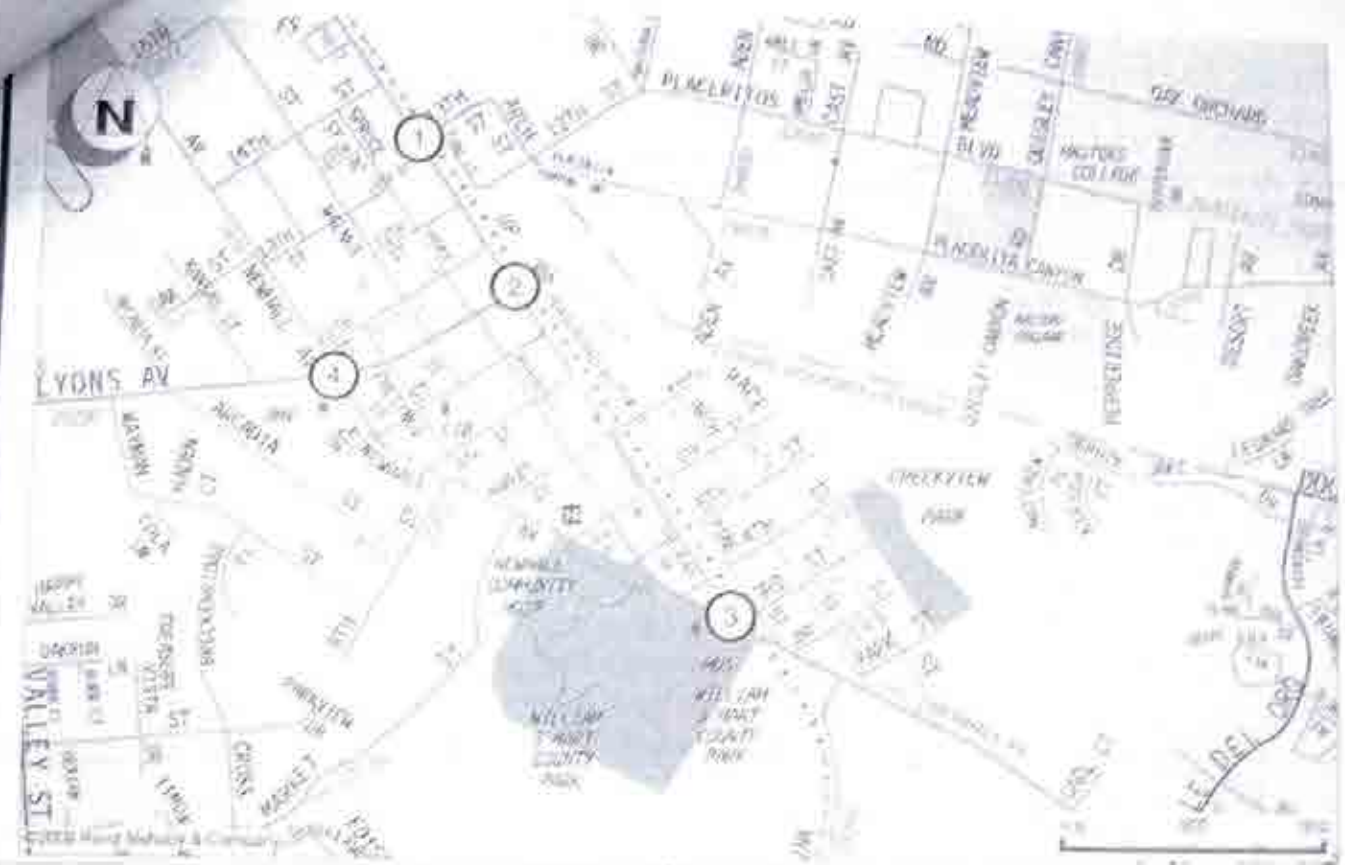


INTERSECTION	2008 EXISTING	FULL NNSP	INTERSECTION	2008 EXISTING	FULL NNSP
1. Railroad Avenue & 13th Street			3. Railroad Avenue & Newhall Avenue		
2. Railroad Avenue & Lyons Avenue			4. Lyons Avenue & Newhall Avenue		

FIGURE 6

LYONS AVENUE RAILROAD CROSSING
 BUILDOUT (2030) STUDY YEAR
 PM PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
 22201 Canyon Blvd, Suite 200, Denver, CO 80248
 303.754.8877 • 303.754.8878 • info@overlandtc.com

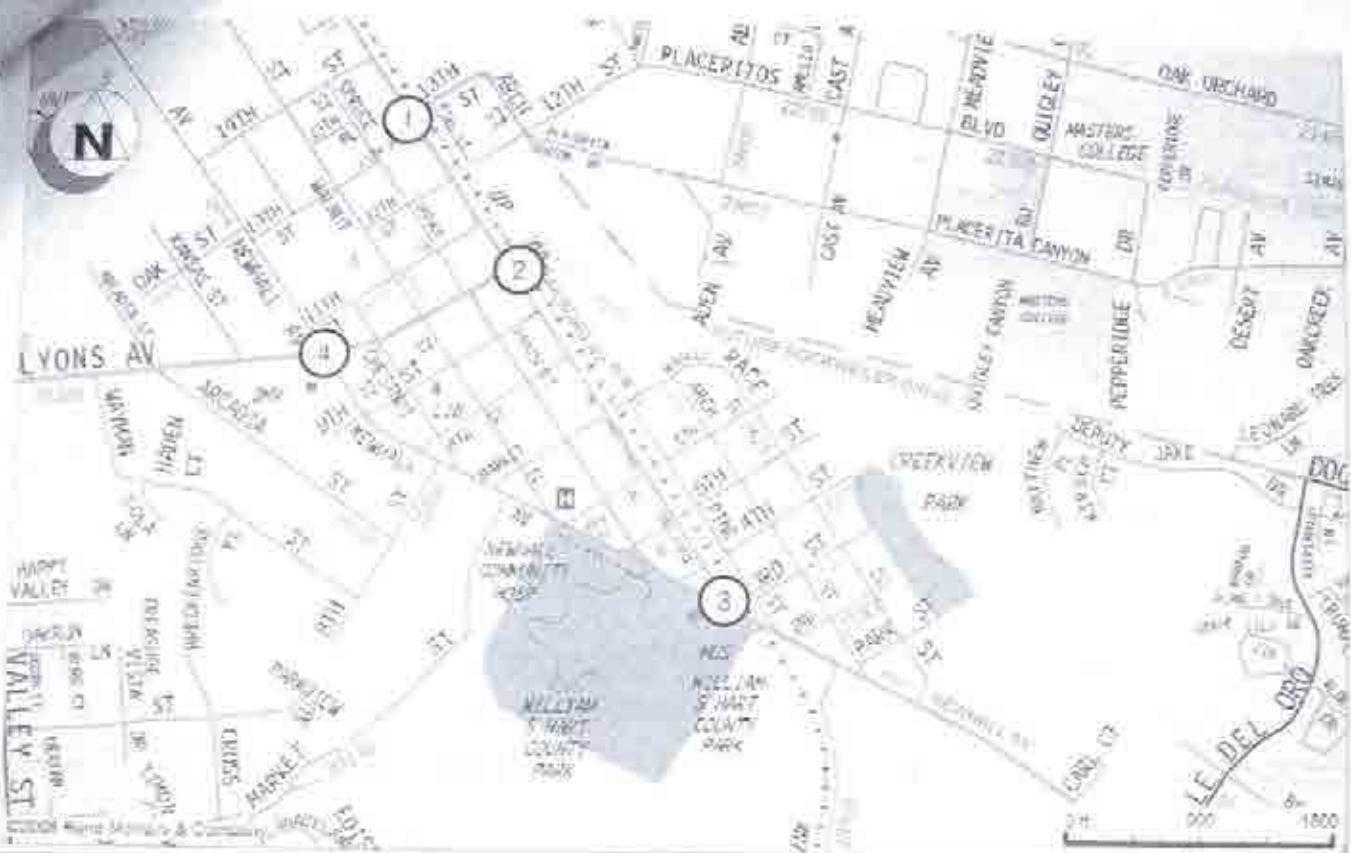


INTERSECTION	2009 EXISTING	FULL NNSP	INTERSECTION	2009 EXISTING	FULL NNSP
1. Railroad Avenue & 13th Street			3. Railroad Avenue & Newhall Avenue		
2. Railroad Avenue & Lyons Avenue			4. Lyons Avenue & Newhall Avenue		

FIGURE 7

13TH STREET RAILROAD CROSSING ALTERNATIVE
 BUILDOUT (2030) STUDY YEAR
 AM PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
 27011 Thurston Street, Suite 200, San Diego, CA 92120
 (619) 444-4111 x 200 / (619) 444-4001 / info@overlandtraffic.com

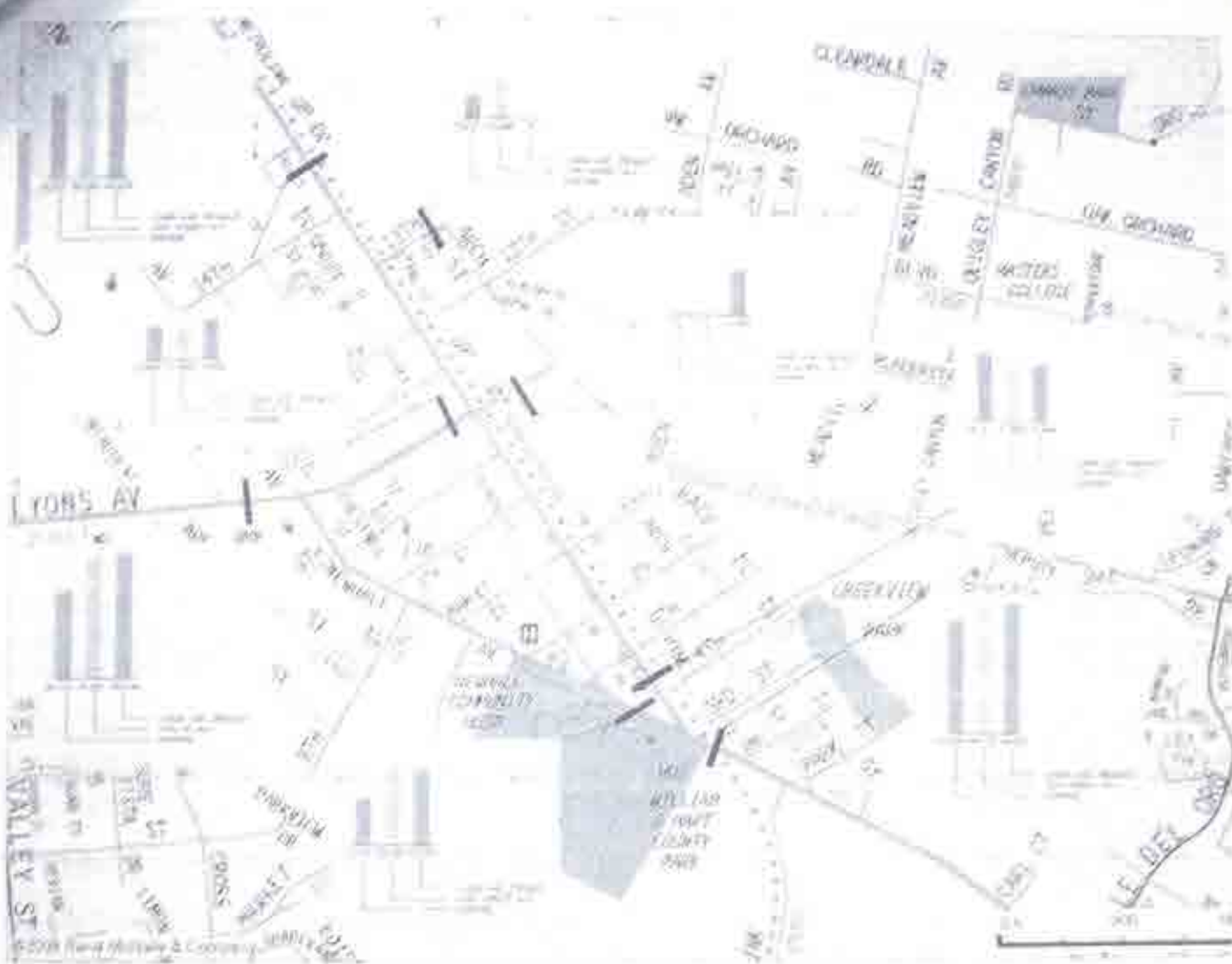


INTERSECTION	2009 EXISTING	FULL NNSP	INTERSECTION	2009 EXISTING	FULL NNSP
1. Railroad Avenue & 13th Street			3. Railroad Avenue & Newhall Avenue		
2. Railroad Avenue & Lyons Avenue			4. Lyons Avenue & Newhall Avenue		

FIGURE 8

13TH STREET RAILROAD CROSSING ALTERNATIVE
 BUILDOUT (2030) STUDY YEAR
 PM PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
 22501 Truman Road, Suite 200, Overland Park, KS 66208
 (851) 798-2423 | (913) 798-0495 | info@overlandtraffic.com



DAILY COUNT LOCATION

FIGURE 9

**FUTURE DAILY (2030) TRAFFIC VOLUMES
LYONS AVENUE PROJECT AND
THE 13TH STREET ALTERNATIVE**


Overland Traffic Consultants, Inc.
 17251 Truitt Road, Suite 200, Northridge, CA 91324
 Tel: (818) 341-1111, Fax: (818) 341-1112, www.otcinc.com

CHAPTER 5**ROADWAY IMPROVEMENTS**Future Daily Railroad Crossing Traffic Volume

Existing daily vehicular traffic crossing the railroad tracks at 13th Street is approximately 9,200 vehicles per day (ADT) with approximately 43,350 ADT crossing at Newhall Avenue near Railroad Avenue for a total of 52,550 ADT crossings for the two locations combined. The future estimate of daily traffic crossing the proposed Lyons Avenue crossing is approximately 17,554 ADT with an estimated 15,566 ADT for 13th Street alternative project. At Newhall Avenue the future crossing estimates are 49,027 for the "Project" and slightly higher at 49,735 ADT for the 13th Street alternative.

Safety improvements proposed as part of the "Project" greatly outweigh the marginal difference in the estimated total future crossings (66,581 ADT for the "Project" and 65,301 ADT for the 13th Street alternative). The proposed relocation of the 13th Street crossing to Lyons Avenue will provide an opportunity to improve the railroad crossing geometry and crossing surface profile. Upgrades to the signal system and enhancements to the warning devices (e.g., four quadrant gates and/or raised median barriers) can be implemented at this time to provide a safe crossing.

Parallel traffic turning right from Railroad Avenue across the tracks creates a safety concern because turns in front of approaching trains account for the greatest percentage of total collisions. Moreover, when such collision occurs, the door of the motor vehicle is the only protection between the driver/passenger and the train which make the turning collision one of the most severe types of collision. The 13th Street alternative creates a zig - zag flow pattern between Lyons Avenue and 13th Street which is a safety concern because of the high northbound right turn volume (estimated between 220 and 290 VPH), double the "Projects" northbound right turn volume estimated at the Railroad Avenue and Lyons Avenue crossing.

Recommended "Project" and 13th Street Alternative Improvements

Using the performance standards established by the City of Santa Clarita, it has been determined that changes in future traffic patterns associated with the extension of Dockweiler Drive, development of the North Newhall Specific Plan and buildout of the Santa Clarita development levels will require roadway/intersection improvements to the study intersections.

The following improvements are recommended for the "Project".

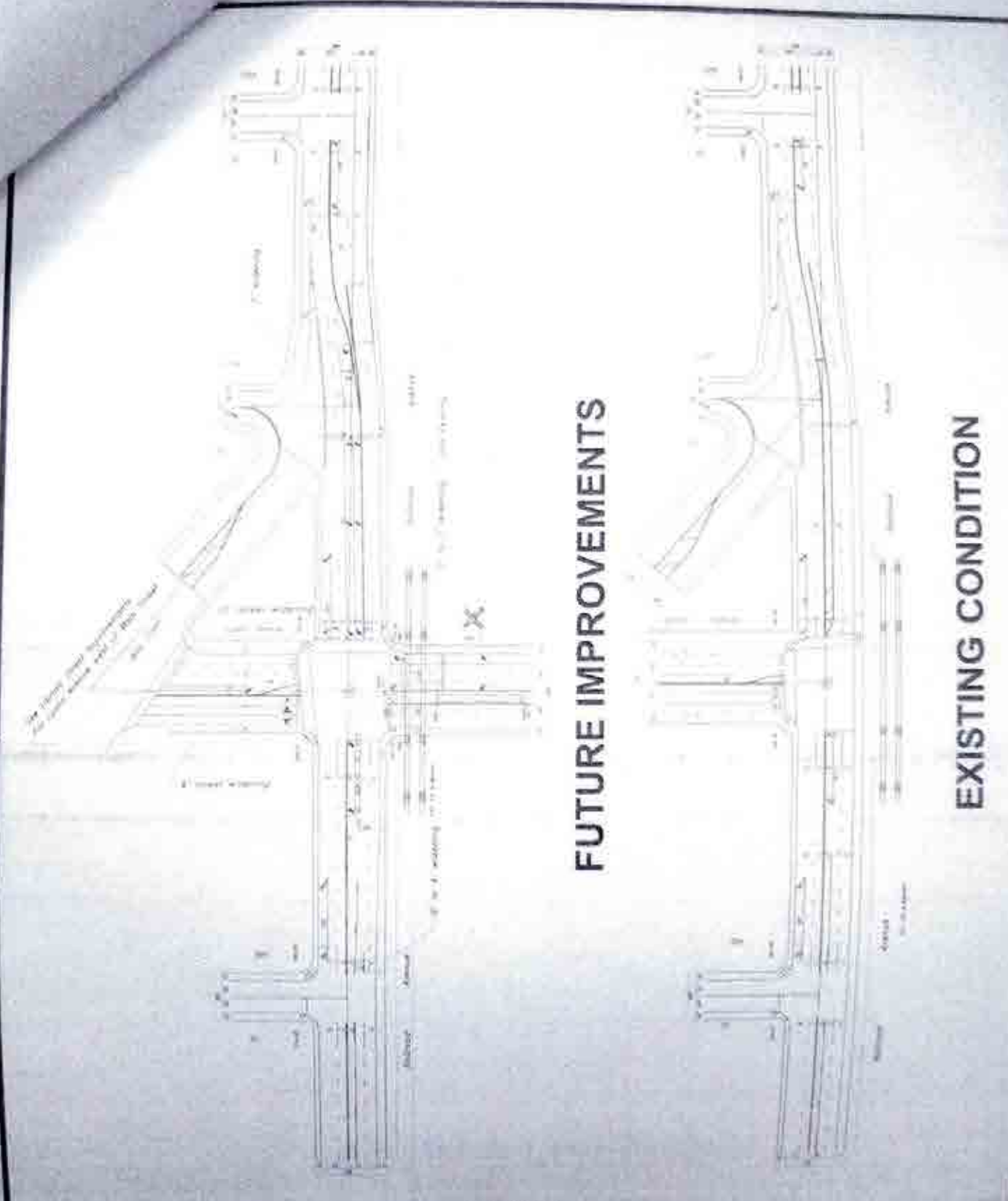
Railroad Avenue and Lyons Avenue Project - Widened Railroad Avenue up to 4 feet north and south of Lyons Avenue along the east side, widening Railroad Avenue up to 3 feet along the 11th Street median and install dual southbound left turn lanes on Railroad Avenue at Lyons Avenue. Convert the dual eastbound left turn lanes and right turn lane on Lyons Avenue at Railroad Avenue to one left, one left-through and one through right turn lane. Construct a new east leg at the intersection consisting of two eastbound departure lanes, a raised median island with railroad crossing equipment, one westbound left turn lane, two westbound through lanes one westbound right turn lane. See concept plan illustrated in Figure 11.

The following improvements are recommended for the 13th Street alternative.

Railroad Avenue and 13th Street Alternative - Restripe Railroad Avenue north and south of 13th Street and install dual southbound left turn lanes on Railroad Avenue at 13th Street. Reconstruct a new east leg at the intersection consisting of two eastbound departure lanes, a raised median island with railroad crossing equipment and two westbound approach lanes. See future concept plan illustrated in Figures 12a & b which also assumes extending Arch Street into the North Newhall Specific Plan area.

The following improvements can be implemented at the intersection of Railroad Avenue and Newhall Avenue to address existing and future buildout traffic conditions:

Railroad Avenue and Newhall Avenue - To improve the capacity of this intersection and to satisfy the LOS D standard, it is recommended that a third southbound left turn lane on Railroad Avenue to Newhall Avenue connecting to the existing third lane on



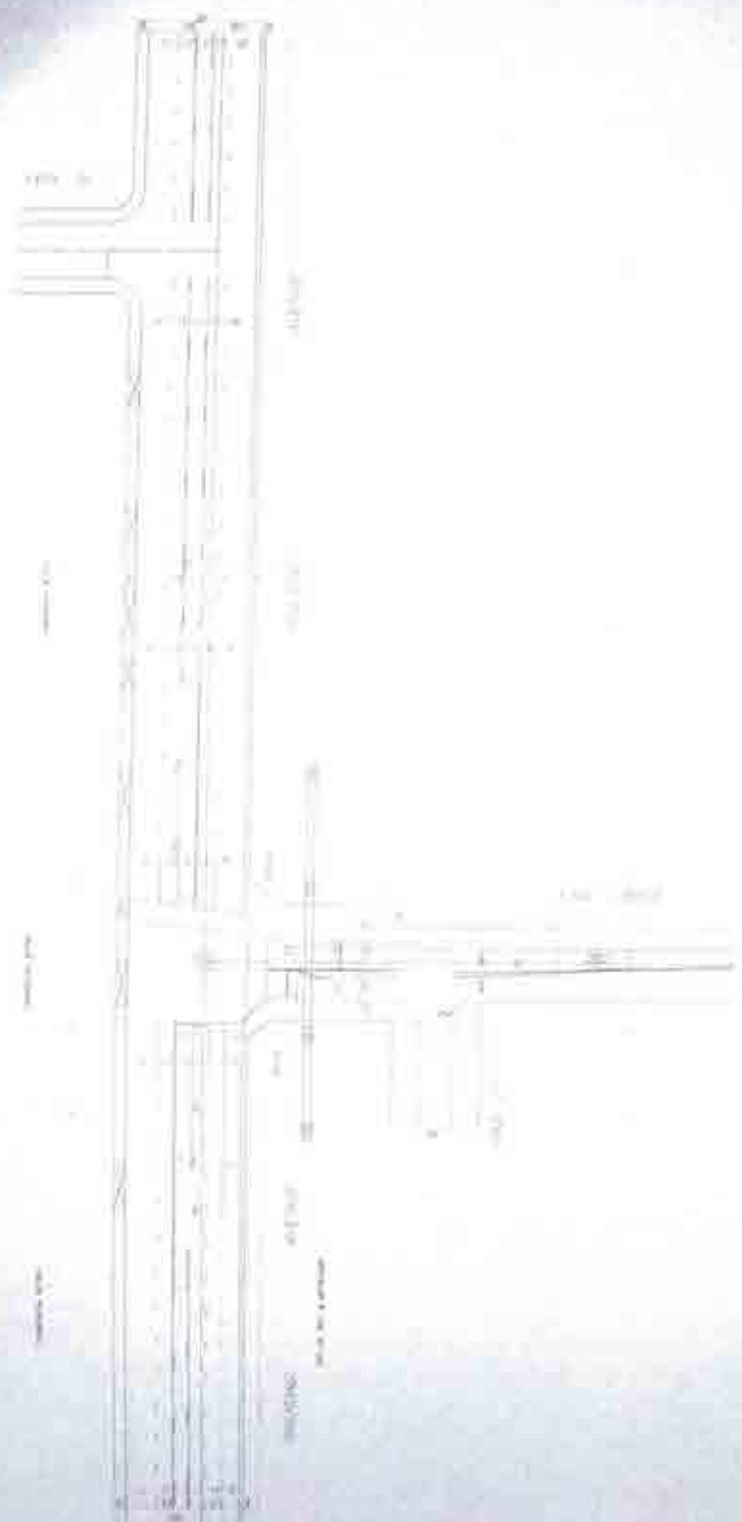
FUTURE IMPROVEMENTS

EXISTING CONDITION

FIGURE 11

RAILROAD AVENUE AND LYONS AVENUE
 CONCEPTUAL IMPROVEMENTS
 LYONS AVENUE CROSSING PROJECT

Overland Traffic Consultants, Inc.

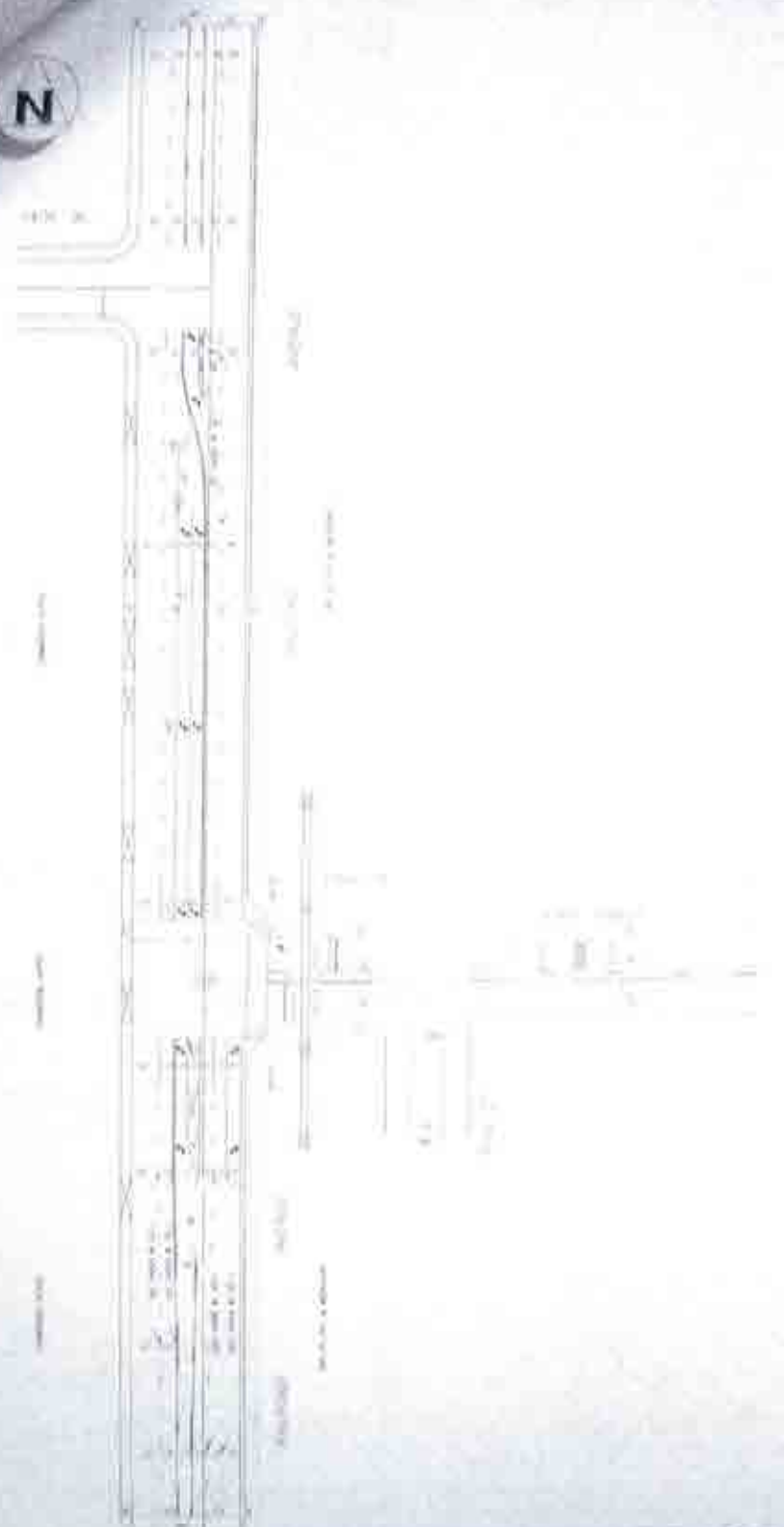


EXISTING CONDITIONS

FIGURE 12a

RAILROAD AVENUE AND 13TH STREET
EXISTING CONDITIONS
FOR 13TH STREET ALTERNATIVE


 **Overland Traffic Consultants, Inc.**
1000 ...
...
...

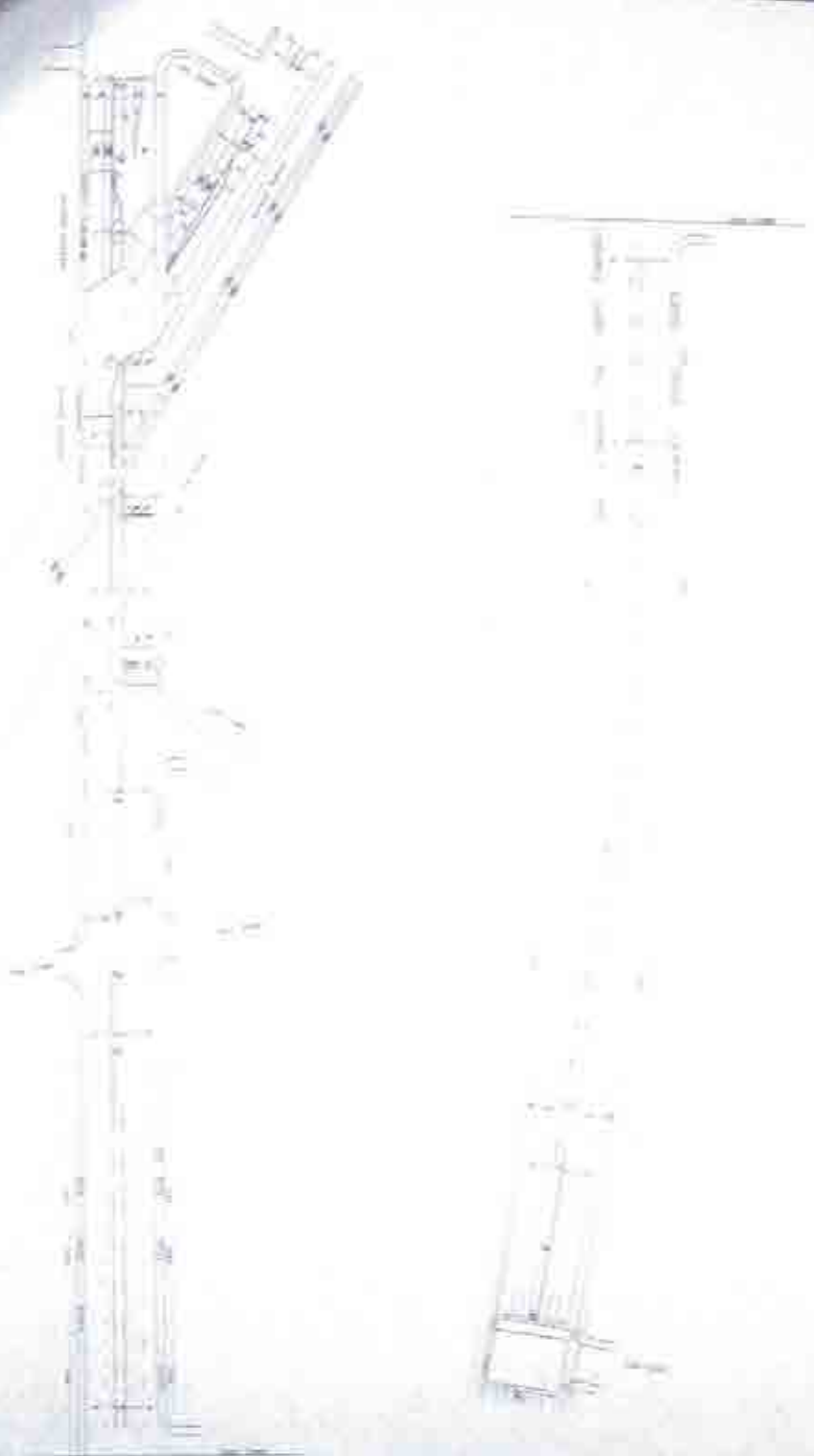


FUTURE CONDITIONS

FIGURE 12b

RAILROAD AVENUE AND 13TH STREET
CONCEPTUAL IMPROVEMENTS
FOR 13TH STREET ALTERNATIVE

 Overland Traffic Consultants, Inc.
10000 13th Street, Suite 100
Denver, CO 80231
303.755.1234



EXISTING CONDITIONS

FIGURE 13a

RAILROAD AVENUE AND NEWHALL AVENUE
EXISTING CONDITIONS



FUTURE CONDITIONS

FIGURE 13D

RAILROAD AVENUE AND NEWHALL AVENUE
CONCEPTUAL IMPROVEMENTS

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
Los Angeles, CA 90013



May 22, 2008

Jason Smisko
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

Subject: Comments City of Santa Clarita's North Newhall Specific Plan Stage I

Dear Mr. Smisko:

The California Public Utilities Commission has regulatory and safety oversight over railroad crossings in California. Rail Crossing Engineering Section (RCES) Staff is in receipt of the City of Santa Clarita's (City) *North Newhall Specific Plan Stage I: Lyons Avenue at-grade Crossing* and has reviewed the document for impacts to railroad crossing safety. This letter summarizes our comments and concerns.

As part of the project the City proposes to create a new at-grade highway-rail crossing of the Los Angeles County Metropolitan Transportation Authority (Metro) tracks and Lyons Avenue. Currently, the Southern California Regional Rail Authority (SCRRA) and the Union Pacific Railroad Company (UPRR) operate passenger trains and freight trains over this line respectively.

The Commission has adopted the Federal Railroad Administration's (FRA) policy to reduce the number of at-grade crossings on freight or passenger railroad mainlines in California. As part of this policy, the Commission generally does not approve the construction of new at-grade crossings, unless the applicant can provide substantial evidence that a grade separation is not practicable and that there exists a compelling public need.

It is our understanding that as part of the proposal to construct a new at-grade at Lyons Avenue the City will close the at-grade crossing of 13th Street, identified as CPUC crossing No. 101VY-30.39. However, these two crossings are not comparable; the 13th Street crossing is a two lane minor roadway whereas Lyons Avenue is a major arterial. Lyons Avenue provides direct access to the I-5 freeway and a crossing of Lyons Avenue crossing would appear to serve as the primary access point to the proposed residential development northwest of the tracks. A new at-grade crossing would only create additional exposure to motorists to the hazards of vehicle versus train collisions.

Anticipating continued growth of the area and expected increases in train traffic through the corridor, RCES strongly recommends that the City grade separate Lyons Avenue over Metro's tracks. In addition, there are three existing at-grade crossings within a mile to the north and south of

the 13th street crossing. Due to the proximity of these crossings, there does not appear to be a need for an additional at-grade crossing.

Recent incidents have shown that a collision at an at-grade crossing not only endangers the occupants of the vehicles, but also the crew and passengers on the train, and innocent bystanders. While we support the City's efforts to close the 13th Street crossing, RCES would oppose the construction of a new at-grade crossing of Lyons Avenue.

Therefore in addition to the traffic signal analysis, we recommend that the City prepare a grade separation study analyzing grade separation alternatives and examine whether a grade separation of Lyons Avenue is practicable.

If you have any questions, you may contact me at (213) 576-7076 or ldi@cpuc.ca.gov

Sincerely,



Laurence Michael
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc:

Ron Mathieu, SCRRA
Freddy Cheung, UPRR

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM

City of Santa Clarita

August 21, 2013

Name: JIM VISNER

Organization (if any):

Address: 21309 PLACERITA

City, State, Zip:

Phone (optional): 661 255 5859

E-mail: (optional) VISNER@SBCGLOBAL.NET

Yes No

Would you like to remain on our mailing list to receive future project updates?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Comments:

NO ROAD!
NO DEVELOPMENT!
NO SPECIAL INTERESTS!
NO SABOTAGING OUR RURAL LIFESTYLE
NO ADDITIONAL SMOG TO KILL US!
SAVE PLACERITA CN!
IT BENEFITS THE CITY!!



↓
INSULTING
PRESENTATION
STYLE

TONIGHT!
SHAME ON YOU
CITY!
REPS!

WHO DOES THIS BENEFIT
ANYWAY! LET'S
BE HONEST!

-- Place this form in the comment box or mail separately by September 3, 2013 to the address indicated below--

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Attn: Mike Hennawy

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: VISNER, JULIE
Organization (if any):
Address: 21307 PLACERITA
City, State, Zip: 91321
Phone (optional):
E-mail: (optional) JDVISNER@aol.com

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: PLEASE ADDRESS:

- 1- WHO IS BENEFITING FROM THIS NEW ROAD?
- 2- WHO'S THE ~~9A~~ BEHIND THE PROJECT?
- 3- HOW IS GARDEN OR OTHER DEVELOPERS INVOLVED?
- 4- SAFETY ISSUES RE: TRAIN, CARS, TRUCKS, ACCIDENTS, CHEMICAL SPILLS, ACCESS IN/OUT OF PLACERITA CYN
- 5- SAFETY ISSUES AFFECTING RESIDENTS: CRIME, INFUX OF TRAFFIC, INCREASED SMOG, NOISE ETC
- 6- IMPACT TO OUR RURAL LIFESTYLE RE: HORSES, HORSEBACK RIDING, DOGS, OTHER PETS & WILDLIFE
- 7- DANGER OF GRADE OF ROAD ON THE HILL ABOVE MASTERS - CARS, TRUCKS, ACCIDENTS, CHEMICALS ETC
- 8- ACCESS FOR HORSE TRAILERS
- 9- IMPACT OF HIGHWAY STYLE ROAD IN RURAL AREA
- 10- IMPACT OF ROUND ABOUT - DEADLY TO HORSE TRAILERING
- 11- IMPACT OF DUST, FUMES, CONSTRUCTION
- 12- I HAVE TERMINAL CANCER (MYELOMA) AND DO NOT WANT THE LAST OF MY YEARS RUINED IN MY HOME OF OVER 30 YRS
- 13- SHAME ON YOU CITY FOR SABOTAGING ~~THE PROJECT~~ US WITH THIS SILLY AND ABSURD PRESENTATION STYLE.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: JONG YOON
Organization (if any):
Address: 22011 PLACERITA CANYON AVE
City, State, Zip: NEWHALL, CA 91321
Phone (optional):
E-mail: (optional) JYOON1205@GMAIL.COM

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

I LIKE TO SUPPORT ALTERNATIVE 1 PROJECT.

LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT
SCOPING MEETING COMMENT FORM
City of Santa Clarita
August 21, 2013

Name: Tom Walsh
Organization (if any): _____
Address: 21309 Eucalyptus Way # 201
City, State, Zip: Newhall CA 91321
Phone (optional): _____
E-mail: (optional) Twalsh@calsoft.sedg

Would you like to remain on our mailing list to receive future project updates?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

I am very concerned what effect this project will have on parking along Dockweiler Drive. Will any parking be eliminated? Parking is already very difficult and the impact this project will have is very worrisome.