
1. EXECUTIVE SUMMARY

A. INTRODUCTION

(a) Purpose of the EIR

The purpose of this Draft Environmental Impact Report (Draft EIR) is to inform decision makers and the general public of the potential environmental impacts resulting from the proposed Dockweiler Drive Alignment Project (“Proposed Project”).

The Proposed Project will require approval of certain discretionary actions by the City of Santa Clarita, and therefore, is subject to environmental review requirements under the California Environmental Quality Act (CEQA). For purposes of complying with CEQA, the City of Santa Clarita, located at 23920 Valencia Boulevard, CA 91355 is identified as the Lead Agency for the Proposed Project.

As described in Section 15121(a) and 15362 of the CEQA Guidelines, an environmental impact report is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to mitigate any significant environmental effects, and identify and evaluate a reasonable range of alternatives to the project that have the potential to mitigate or avoid the project’s potential significant environmental effects while feasibly accomplishing most of the project’s basic purposes. Therefore, the intent of this Draft EIR is to focus the discussion on the Proposed Project’s potential physical effects on the environment, which may be significant under the methodology and thresholds of significance identified within each Section of this Draft EIR. Where applicable, the Draft EIR recommends feasible mitigation measures that could potentially reduce or avoid significant environmental impacts.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for adequacy of an environmental impact report as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

(b) Overview of the Proposed Project***Project Location***

The Project Site is located in the City of Santa Clarita, California located about 35 miles north of Downtown Los Angeles. The Project Site is located at the intersection of Lyons Avenue and Railroad Avenue and extends eastward towards the General Plan alignment for Dockweiler Drive towards The Master's University and northwest towards the intersection of 12th Street and Arch Street. The Project Site also includes the closure of an at-grade crossing at the intersection of Railroad Avenue and 13th Street. The limits for the Lyons Avenue/Dockweiler Drive extension ("Project Site") are from Railroad Avenue on the west to the future Master's University Master Plan Dockweiler extension to the east.

Overview of the Environmental Setting

The Project Site is currently zoned for MXN (Mixed Use Neighborhood). The portion of the Project Site that crosses the UP/Metrolink Railroad line is zoned for PI (Public Institutional). The General Plan land use designation of the Project Site is Mixed Use Neighborhood (MXN). The General Plan states that areas with a MXN designation should be developed to create neighborhoods that combine residential uses with complementary commercial services, including retail and office uses. MXN zoned areas should be located in close proximity to public transit and provide roadway and trail linkages to adjacent development. The PI zoning designation identifies lands that are used for various types of public or/and community serving facilities owned and operated by public agencies, special districts, nonprofit organizations and other entities. Allowable uses include civic and governmental offices, public works yards, public or private schools, libraries, day care centers, airports, hospitals and supporting medical facilities, museums, fire stations, police stations, landfills, and prisons. The Project Site is also located in the Placerita Canyon Special Standards District (PCSSD) and is part of the North Newhall Area (NNA), which includes a Mixed Use Overlay Zone.

Overview of the Proposed Project

The Proposed Dockweiler Drive Alignment Project is a multi-phased capital improvement project being coordinated by the City of Santa Clarita and The Master's University to improve circulation and access to the Placerita Canyon and Newhall Communities. The proposed connection and extension of Lyons Avenue to Dockweiler Drive is identified in the Circulation Element of the City's General Plan as one of the primary east-west arterials through the City of Santa Clarita that would provide a through connection from Sierra Highway to Railroad Avenue.

The Proposed Project would extend Lyons Avenue from its existing terminus at Railroad Avenue, eastward to Dockweiler Drive to provide a T-intersection, and would extend northwest to connect with the intersection of Arch Street and 12th Street and southeast towards the General Plan alignment for Dockweiler Drive at The Master's University. The Proposed Project also includes the closure of an at-grade railroad crossing at the intersection of 13th Street and Railroad Avenue and the addition of a new at-grade railroad crossing at the intersection of Railroad Avenue and the proposed Lyons Avenue intersection. The Lyons Avenue/Dockweiler Drive extension would extend to the approved alignment of

Dockweiler Drive at The Master's University campus. In coordination with the proposed Railroad Bike Path project, the new Dockweiler Drive extension will result in creating a vital Complete Street link between the communities to the east of the railroad/ Newhall Creek (including The Master's University) and Old Town Newhall and Metrolink station.

A detailed description of the Proposed Project including specific street improvements is presented in Section 2.0 Proposed Project.

B. ENVIRONMENTAL REVIEW PROCESS

(a) Notice of Preparation/Scoping Meeting

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the City of Santa Clarita and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on August 5, 2013. The NOP and Notice of a Public Scoping Meeting was circulated for public review and comments for a 30-day period beginning on August 5, 2013 and ending on September 3, 2013. Appendix A to this Draft EIR contains a copy of the NOP and written responses to the NOP, respectively.

The public scoping meeting was held on August 21, 2013, to obtain the public's initial views about environmental issues that should be evaluated in the Draft EIR in connection with the Proposed Project. City staff and representative technical consultants involved in the preparation of the EIR attended the scoping meeting. Comment letters were received by the following governmental agencies and organizations: (1) State of California, Governor's Office of Planning and Research (OPR), (2) California Native American Heritage Commission, (3) California Department of Fish and Wildlife; (4) California Public Utilities Commission (5) County of Los Angeles Chief Executive Office; (6) Los Angeles County Metropolitan Transportation Authority (Metro); (7) Southern California Gas Company, (8) the Southern California Regional Rail Authority (Metrolink). In addition to the responding governmental agencies, approximately 47 individuals provided written comments on the NOP. Appendix A to this Draft EIR contains the written comments provided to the City during the public scoping meeting, and the names of those in attendance at the scoping meeting who signed in requesting to be kept informed of the Project.

(b) Environmental Issues Analyzed in the Draft EIR

Based on a review of environmental issues by the City, the Initial Study, the responses to the NOP, and the input received at the public scoping meeting, this Draft EIR analyzes the following environmental issues:

- Aesthetics (Views, Light and Glare)
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Land Use and Planning
- Hydrology and Water Quality
- Noise
- Traffic and Transportation

A summary of the Proposed Project's environmental impacts, mitigation measures, and level of impact after mitigation is presented in Table 1-1, Summary of Environmental Impacts and Mitigation Measures, beginning on page 1-7.

(c) Alternatives to the Proposed Project

In compliance with Public Resources Code Section 21100 (4), and Sections 15121, 15126, and 15126.6 of the State CEQA Guidelines, the EIR evaluated a reasonable range of Project Alternatives. As discussed in greater detail in Section 6.0, Alternatives to the Project, the range of alternatives selected was based on the ability to feasibly attain most of the basic objectives of the proposed Project and the alternatives ability to avoid or substantially lessen any of the significant effects of the proposed Project. The Alternative Analysis includes the evaluation of a No Project Alternative (as mandated by CEQA), and two alternative alignments: Alignment Alternative 1 and Alignment Alternative 2.

Alignment Alternative 1 would include the proposed roadway alignment and associated infrastructure of a new at-grade crossing at Lyons Avenue and Railroad Avenue and a secondary east-west arterial roadway connecting Lyons Avenue to the approved alignment of Dockweiler Drive at the Master's University Campus that would connect Dockweiler Drive to a new five-leg intersection at the Arch Street/12th Street/Placerita Canyon intersection. This alignment is similar to the Proposed Project except that the 13th Street at-grade crossing would remain operational under this alternative as opposed to being closed.

Alignment Alternative 2 would involve the development of the proposed roadway alignment and associated infrastructure for Dockweiler Drive, as proposed, connecting Dockweiler Drive from the approved alignment at the Master's University Campus to the Arch Street/12th Street/Placerita Canyon intersection, but without the construction of a new at-grade crossing and connection from Lyons Avenue at Railroad Avenue.

As evaluated in Section 6.5, Environmentally Superior Alternative, Alternative 2 was identified as the environmentally superior alternative as it would feasibly attain most of the basic objectives of the proposed Project to provide an additional connection from the Old Town Newhall community to Dockweiler Drive as contemplated under the Circulation Element of the General Plan, and although it would not reduce or eliminate the proposed Project's significant and unavoidable short-term localized construction air quality and construction noise impacts, it would reduce impacts associated with air quality, biological resources, cultural resources, geology/soils, hydrology, construction noise, aesthetics and traffic. Specifically, Alternative 2 would retain the existing aesthetic conditions and views at the Lyons Avenue and Railroad Avenue intersection, would avoid ground disturbance within Newhall Creek, and would reduce the total combined number of railroad crossing events at 13th Street, Market Street, Newhall Avenue and Lyons Avenue. The total average daily traffic railroad crossings is anticipated to be lowest under the Alternative 2 alignment for both the 2019 and 2035 buildout years. In 2019, Alternative 2 would result in 820 fewer crossings than the proposed Project and 3,160 fewer crossings than Alternative 1. For Year 2035, the total average daily traffic railroad crossings under Alternative 2 would result in 6,230 fewer crossings than the proposed Project and 8,740 fewer crossings as compared to

Alternative 1. As such the Alternative 2 alignment would minimize railroad crossing events and would therefore be environmentally superior to the proposed Project.

(d) Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 60 days. After completion of the 60 day review period, a Final EIR will be prepared that responds to comments on the Draft EIR submitted during the review period and modifies the Draft EIR as required. Public hearings on the proposed Project will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public prior to considering certification of the Final EIR. Notice of the time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

City of Santa Clarita
Carla Callahan, Senior Engineer
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355
Fax: (661) 286-4130
Email: ccallahan@santa-clarita.com

(e) Organization of the Draft EIR

The Draft EIR is organized into eight sections as follows:

Section 1 (Executive Summary): This section provides an introduction to the environmental review process and a summary of the proposed Project description, alternatives, environmental impacts, and mitigation measures.

Section 2 (Project Description): A complete description of the proposed Project including Project location, Project Site characteristics, Project characteristics, Project objectives, and required discretionary actions is presented.

Section 3 (Environmental Setting): An overview of the environmental setting of the proposed Project is provided including a description of existing and surrounding land uses, and a list of related projects.

Section 4 (Environmental Impact Analysis): The Environmental Impact Analysis section is the primary focus of this Draft EIR. Separate discussions are provided to address the potential environmental effects of the proposed Project. Each environmental issue contains a discussion of existing conditions, an assessment and discussion of the significance of impacts associated with the proposed Project, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section 5 (General Impact Categories): This section provides a summary of significant and unavoidable impacts of the proposed Project, a summary of the impacts determined to be less than significant, a

discussion of potential growth inducing effects, and an explanation of the significant irreversible environmental changes.

Section 6 (Alternatives to the Project): This section includes an analysis of a range of reasonable alternatives to the proposed Project. The Alternative Analysis includes the following development scenarios: (a) No Project Alternative; (b) Alignment Alternative 1; (c) Alignment Alternative 2; and (d) an Environmentally Superior Alternative.

Section 7 (Preparers of the Draft EIR and Persons Consulted): This section presents a list of lead agency and consultant team members that contributed to the preparation of the Draft EIR.

Section 8 (Acronyms and Abbreviations): This section provides definitions for all of the acronyms and abbreviations used in this Draft EIR.

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Aesthetics</p> <p><i>Temporary Construction Impacts</i></p> <p>The Proposed Project’s construction activities would involve grading, debris and soils stockpiles, building materials and construction equipment, all of which could occupy the field of view of passing motorists and pedestrians along Lyons Avenue, Railroad Avenue, Market Street, Rice Street, and the Arch Street/12th Street/Placerita Canyon intersection, and nearby residential properties on Aden Avenue. The existing visual character of the Project Site would temporarily change from construction-related activities during the duration of the construction period. This impact would be considered significant but temporary.</p> <p><i>Long Term Operational Impacts</i></p> <p>Upon completion of the Proposed Project, the aesthetic character of the Project Site and its immediate surroundings would be permanently altered. Views of the intersection at Lyons Avenue and Railroad Avenue will be altered to allow for the construction of a new SCRRRA/UP railroad at-grade crossing east of Railroad Avenue and the addition of a new bridge crossing at Newhall Creek. Views of the intersection of Lyons Avenue and Railroad Avenue and the hillside on the southeast portion of the Project Site will be altered by grading for the proposed roadway alignment. Views of the Project Site at the intersection of Railroad Avenue and 13th Street will also be altered as a result of the closure of the at-grade railroad crossing. The extension of the proposed roadway is consistent with the City of Santa Clarita’s General Plan and with the approved Master’s University Master Plan. The roadway extension would be developed in accordance with the</p>	<p>MM 4.1-1: Construction equipment, debris, and stockpiled equipment shall be visually screened to effectively block the line-of-sight from the ground level of neighboring residential properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.</p> <p>MM 4.1-2: The roadway median and contoured slopes along the roadway alignment shall be attractively landscaped and maintained in accordance with landscape plans to the satisfaction of the City Planning Department.</p>	<p>Less Than Significant Impact.</p> <p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>City's roadway standards and design guidelines.</p> <p><i>Loss of Oak Trees</i> Two oak trees occur within the project limits and would be removed for project construction. The removal of or encroachment to oak trees as a result of project construction would be considered a significant impact under both the City of Santa Clarita and CEQA. Replacement oak trees would be planted in the number necessary to comply with the requirements stipulated in the Oak Tree Permit issued by the City. With approval of the required oak tree permits, and implementation of Mitigation Measure 4.3-7 in Section 4.3, Biological Resources, aesthetic impacts associated with the loss or pruning of any oak tree would be reduced to less than significant levels.</p> <p><i>Alteration of A Significant Ridgeline</i> Construction of the proposed roadway alignment will permanently alter a significant ridgeline as designated in the City of Santa Clarita General Plan. The eastern segment of the Dockweiler alignment was previously approved under a separate project entitlement for The Master's University in 2009, which included a Ridgeline Alteration Permit for the eastern segment of this ridgeline. As part of the approved entitlements for The Master's College Plan in 2008, the extension of Dockweiler Drive east of the Project Site was found to result in the permanent and irreversible grading and re-contouring of the ridgeline. The grading limits of the proposed Project would retain the gradual elevation profile of the base of the ridgeline. Views of the altered portion of the ridgeline would be visible from limited points along the public rights-of-way along Market Street and Race Street to the south of the Project Site. As a project design feature the grading plan incorporates landform grading practices to blend the manufactured slopes and required drainage benches into the natural topography to the maximum extent feasible. Plant materials will be utilized to protect slopes from slippage and soil erosion and minimize the visual effects of</p>	<p>See mitigation measure 4.3-7, below.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p> <p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>grading and construction on a hillside area. With incorporation of the project design features to develop and improve a new roadway extension that is consistent with the City’s roadway design standards, the Proposed Project would result in a less than significant impact with respect to the loss of an aesthetic natural feature.</p> <p><i>Visual Character</i></p> <p>No buildings or development is proposed on the Project Site that would block existing views or substantially degrade the visual character of the existing site. Upon completion, Dockweiler Drive will be improved as a pedestrian, equestrian and bicycle friendly roadway and provide multi-purpose, unpaved trails. These Project features would increase accessibility to scenic natural resources including Newhall Creek and surrounding ridgelines and mountains. Therefore, the Project would have a less than significant impact with respect to public scenic vistas.</p> <p><i>Roadway Light and Glare</i></p> <p>The Project would introduce nighttime lighting to the Project Area, which will include pole-mounted street lights at intersection, lighted bollards along Dockweiler Drive, flashing safety lighting for the proposed at-grade crossing, and would contribute to additional light and glare from headlights of vehicles utilizing the roadway. Lighting associated with the Proposed Project is not anticipated to substantially impact any surrounding sensitive uses. Overall, the Project would be expected to slightly increase ambient lighting in the area, but compliance with the design standards and requirements established in the Santa Clarita Municipal Code Section 17.50.05 would mitigate lighting impacts to a less than significant level.</p>	<p>No mitigation measures are required.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p> <p>Less Than Significant Impact.</p>
<p>Air Quality <i>Construction</i></p> <p>Construction of the Proposed Project would occur over an approximately 12-month timeframe and would involve clearing, grading, excavation, trenching, and asphalt paving. Construction would</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Localized NOx and CO emissions would be below the significance thresholds at all sensitive receptor locations. However, localized thresholds would be exceeded for PM₁₀ and PM_{2.5} emissions at two locations: (1) the single family residential land uses located immediately north of the Project Site (within a proximity of 100 meters) and (2) the residential land uses within 100 meters south of the Project Site in the vicinity of Market Street and Race Street. Localized emissions would be below the stated thresholds for any land use located further than 100 meters from the Project Site. Therefore, localized air quality impacts resulting from construction activities would be considered significant.</p>	<ul style="list-style-type: none"> a. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. When wind speeds exceed 15 miles per hour the operators shall increase watering frequency. b. Active sites shall be watered at least three times daily during dry weather. c. Suspend grading and excavation activities during windy periods (i.e., surface winds in excess of 25 miles per hour). d. Suspend the use of all construction equipment during first-stage smog alerts. e. Application of non-toxic chemical soil stabilizers or apply water to form and maintain a crust on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). f. Application of non-toxic binders to exposed areas after cut and fill operations and hydroseeded areas. g. Plant vegetative ground cover in disturbed areas as soon as possible and where feasible. h. Operate street sweepers that comply with SCAQMD Rules 1186 and 1186.1 on roads adjacent to the construction site so as to minimize dust emissions. Paved parking and staging areas shall be swept daily. 	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> i. Scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes. j. Reduce traffic speeds on all unpaved roads to 15 miles per hour or less. k. Pave or apply gravel on roads used to access the construction sites when possible. l. Minimize idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum. m. Limit, to the extent feasible, the hours of operation of heavy-duty equipment and/or the amount of equipment in use. <p>MM 4.2-2 All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentations, and CARB, SCAQMD, or ICAPCD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operational Emissions</i></p> <p>Although the Proposed Project would not directly generate any new vehicle trips, the Proposed Project would result in changes to the traffic circulation in the vicinity and would alter the average daily traffic volumes and peak hour traffic volumes at local intersections. A CO hotspot analysis was conducted, and it was found that, under worst-case conditions, future CO concentrations at each intersection would not exceed the state 1-hour and 8-hour standards with or without the development of the Project. Therefore, no significant project-related impact would occur relative to future carbon monoxide concentrations. The Proposed Project would have a less than significant impact with respect to this criterion.</p>	<p>MM 4.2-3 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.</p> <p>MM 4.2-4 The contractor shall utilize low-VOC content coatings and solvents that are consistent with applicable SCAQMD and ICAPCD rules and regulations.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Biological Resources <i>Habitat Modification</i> (1) <i>Vegetation</i></p> <p>Site grading plans indicate that within the Project Site 2.32 acres of vegetation would be removed (100 percent of the vegetation resources present). Of the vegetation communities impacted Disturbed California</p>	<p>MM 4.3-1 The applicant shall retain a qualified biologist with a CDFG Scientific Collection Permit and Memorandum of Understanding</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Sagebrush-California Buckwheat Scrub is the dominant plant community present by area and approximately 0.63 acre of this habitat would be lost through site grading and project implementation. The loss of 2.32 acres of vegetation is considered adverse; although, due to the Site’s disturbance history, its small size, the lack of sensitive plant communities, the lack of structure for wildlife, and high percentage of invasive and non-native plant species generally associated with disturbed areas, impacts associated with the loss of 2.32 acres of vegetation present on-site is considered less than significant.</p> <p>The only special-status plants observed during the field investigation were two coast live oaks. No other special-status plants are considered to have a high potential for occurrence within the Project Site. A permit is required for the encroachment into the Protected Zone. Native oak trees are protected under City of Santa Clarita Oak Tree Ordinance (Ordinance No. 89-10, passed by the City Council on April 25, 1989) and the City’s Oak Tree Preservation and Protection Guidelines (adopted September 11, 1990). The removal of or encroachment to oak trees as a result of project construction would be considered a significant impact under both the City of Santa Clarita and CEQA. Replacement oak trees would be planted in the number necessary to comply with the requirements stipulated in the Oak Tree Permit issued by the City. With approval of the required oak tree permits, and implementation of Mitigation Measure 4.3-7, impacts upon the loss or pruning of any oak tree would be reduced to less than significant levels.</p> <p><i>(2) Wildlife</i></p> <p>It is expected that construction activity and grading operations of the Project Site would disturb and/or threaten the survival of common wildlife species present on-site. It is expected that species of low mobility, particularly small mammals, amphibians, and reptiles, would be lost during site preparation, grading, and construction. Site grading and project implementation would eliminate approximately 2.32 acres</p>	<p>to conduct preconstruction surveys for the silvery legless lizard within the Project Site and area. Should this species be located on the Project Site during preconstruction surveys all individuals shall be relocated, with the concurrence of the City and CDFW, to an approved site with suitable habitat. Surveys and relocation of silvery legless lizard may occur prior to construction; however, focused surveys must occur within 30 days prior to construction. Survey and relocation methods shall be approved by CDFW prior to commencement of grading.</p> <p>MM 4.3-2 Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C.704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. The project management shall endeavor to avoid the breeding season.</p> <p>In the event it is not feasible to avoid the nesting season, a qualified biologist shall perform weekly nesting bird surveys beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>of natural habitat present on-site, and would result in an incremental reduction in native wildlife species abundance and diversity. However, due to nearby urban development and the associated human disturbance, field investigations indicate wildlife diversity and abundance on the Project Site is relatively low. Most the species of mammals, birds, and reptiles observed on-site or thought to occur on-site are relatively common. Project implementation is not expected to cause current wildlife population of common species on or adjacent to the Project Site to drop below self-sustaining levels. Therefore, impacts to common wildlife species are not considered significant.</p> <p>Project-related activities associated with site preparation and construction could result in the direct loss of individuals of one special-status wildlife species (the silvery legless lizard) and of active nests or the abandonment of active nests by adult birds should grading occur during nesting season. The loss of a California species of special concern and active bird nests would be a considered significant without mitigation. Implementation of mitigation measures would reduce impacts to the silvery legless lizard and nesting birds to a less than significant level.</p>	<p>prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.</p> <p>Surveys shall include examination of natural habitat for nesting birds. Several bird species such as killdeer and night hawks are known to nest on bare ground. Protected bird nests that are found within the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by CDFW. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by the adults bird(s)) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.</p> <p>MM 4.3-3 Prior to project construction, the following is required to mitigate impacts to jurisdictional resources:</p> <p>a. Areas of impact proposed by the</p>	

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<p><i>(3) Federally Protected Wetlands</i></p> <p>Based on field investigations, two CDFW jurisdictional features occur within the Project Site, the Newhall Creek and a small ephemeral drainage that is a tributary to Newhall Creek. There is also a small area of narrow-leaf willow thicket, which probably does not qualify as a Federally jurisdictional wetland. The Project would result in both temporary and permanent impacts to the areas of the Newhall Creek and its associated tributary and are classified as “riverine and related</p>	<p>project shall be calculated and permits for these proposed impacts shall be obtained (the discharge of fill into ACOE jurisdictional areas will require a permit pursuant to Section 404 of the Clean Water Act and a 401 Certification from the State Water Resources Control Board, and any modification to a streambed, [analysis states none is present], will require a streambed alteration agreement from CDFW pursuant to Section 1600 of the California Fish and Game Code). Both the streambed alteration agreement and the 401 and 404 permits will required specific mitigations for any impacts within their respective jurisdictions.</p> <p>b. Because the proposed bridge is a ‘span’ design, it does not require footings within the bed of the stream. However, plan designs do include approximately 450 feet of bank stabilization on both sides of the stream that would lie within CDFW, ACOE and Regional Water Quality Control Board jurisdiction. Since little vegetation exists within this drainage, it is uncertain what mitigation these regulatory agencies may require.</p> <p>c. The stream in the impacted area would not be conducive to re-vegetation as the area of the project is deeply incised with little existing vegetation and newly planted vegetation would</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>permanent water, with continuous flow at least seasonally.” With the implementation of MM 4.3-3, impacts to jurisdictional resources would be reduced to a less than significant level.</p>	<p>likely be washed away with the next storm event.</p> <p>d. Mitigation can be completed off site. Because there is essentially no riparian vegetation being removed with implementation of this project, revegetation off site, in a location approved by the City and CDFW, would be accomplished at a 1:1 area ratio.</p> <p>e. Upon City and agency approval of a suitable location, a detailed restoration plan shall be prepared that provides a planting palette, planting methods, and irrigation plan (as appropriate). The plan will also include a 5-year monitoring effort to ensure success of the restoration effort. The monitoring plan will include monitoring methods, monitoring frequency, success criteria, and contingency actions should the success criteria not be met for any reason. Annual monitoring reports shall be provided to both CDFW and the City.</p> <p>MM 4.3-4 The following guidelines shall be implemented to minimize impacts on remaining biological resources on the site as a result of construction and grading activities and to ensure that potential impacts on these resources will remain less than significant.</p> <p>A City-approved biologist shall be retained by the applicant as a construction monitor to</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>(4) Wildlife Movement and Corridors</i></p> <p>The Project Site is generally surrounded on three sides by development and road networks. However, Newhall Creek does extend through the Site and provides passage through developed areas between the Santa Clarita River and the Angeles National Forest to the southeast and is considered a part of a wildlife movement or migration corridor. To limit impacts to wildlife movement, four 25-foot wide and 8-foot deep openings in a concrete box bridge with 80-foot wide soft base and 2:1 protected side slopes is proposed where the proposed roadway extension crosses Newhall Creek. As designed, this bridge would not result in any barrier to wildlife movement and would serve to protect</p>	<p>ensure that incidental construction impacts on retained biological resources are avoided or minimized. Responsibilities of the construction monitor shall include the following:</p> <ul style="list-style-type: none"> • Attend all pre-grading meetings to ensure that the timing and location of construction activities do not conflict with mitigation requirements. • Conduct meetings with the contractor and other key construction personnel, describing the importance of restricting work to within the project boundaries and outside of the preserved areas. The monitor shall also work with the contractor to determine the most appropriate staging/storage areas for equipment and materials. • Guide the contractor in marking/flagging the construction area limits, in accordance with the final approved grading plan. • Periodically and routinely visit the site during construction to coordinate and monitor compliance with the above provisions. <p>The construction contractor shall install temporary erosion control measures to reduce impacts to and protect on site drainages from excess sedimentation, siltation, and erosion.</p>	<p>Less Than Significant Impact.</p> <p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Newhall Creek as a functioning wildlife movement corridor. The project as proposed would not result in significant impacts to wildlife movement.</p> <p><i>Construction Activity</i></p> <p>Construction-related activities, particularly site clearing, grading, and the implementation of the road surface, could have adverse effects on plant and wildlife habitat, and together, would be considered a significant impact. Implementation of Mitigation Measure 4.3-4 would reduce these construction-related impacts to a less than significant level.</p>	<p>These measures shall consist of minimization of existing vegetation removal; the use of temporary soil covers, such as hydro-seeding with native species, mulch/binder and erosion control blankets to protect exposed soil from wind and rain erosion; and/or the installation of silt fencing, berms, and dikes to protect storm drain inlets and drainages.</p> <p>No changing of oil or other fluids, or discarding of any trash or other construction waste materials shall occur on the Project Site. Vehicles carrying supplies, such as concrete, shall not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site.</p> <p>Any equipment or vehicles driven and/or operated within or adjacent to drainages shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life. No equipment maintenance shall be conducted within the drainage channels or within 50 feet of channels. (Fuel-powered vehicles and equipment shall not be left idling or operated beyond periods need to accomplish approved tasks.)</p> <p>Construction personnel shall be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>surveying. All such construction activities in or adjacent to remaining open space areas shall be coordinated with the project biologist.</p> <p>Standard dust control measures of the South Coast Air Quality Management District shall be implemented to reduce impacts on nearby plants and wildlife. This includes a variety of options to reduce dust including replacing ground cover in disturbed areas as quickly as possible, watering active sites regularly, and suspending all excavating and grading operations during periods of high winds.</p> <p>Upon completion of construction, the contractor shall be held responsible to restore any haul roads, access roads, or staging areas that are outside of approved grading limits. This restoration shall be done in consultation with the project biologist.</p> <p>MM 4.3-5</p> <p>Any landscaping plan(s) associated with the project shall be reviewed by a qualified biologist or resource specialist, who shall recommend appropriate provisions to prevent invasive plant species from colonizing in natural areas. These provisions may include the following: (a) review and screening of proposed plant palette and planting plans to identify and avoid the use of invasive species; (b) weed removal during the initial planting of landscaped areas; and (c) the monitoring for and removal of weeds and other invasive plant species as part of</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>ongoing landscape maintenance activities.</p> <p>MM 4.3-6 All street lighting shall be downcast luminaries or directional lighting with light patterns directed away from natural areas.</p> <p>MM 4.3-7 Prior to issuance of a grading permit, an Oak tree report shall be prepared and approved. All oaks that will not be removed that are regulated under the City of Santa Clarita's Oak Tree Preservation and Protection Guidelines with driplines within 50 feet of land clearing (including brush clearing) or areas to be graded shall be enclosed in a temporary fenced zone for the duration of the clearing or grading activities. Fencing shall extend to the root protection zone (i.e., the area at least 15 feet from the trunk or 5 feet beyond the drip line, whichever distance is greater). No parking or storage of equipment, solvents, or chemicals that could adversely affect the trees shall be allowed within 25 feet of the trunk at any time. Removal of the fence shall occur only after the project arborist or qualified biologist confirms the health of preserved trees.</p>	<p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operation</i></p> <p><i>(1) Increase in Populations of Non-Native Species</i></p> <p>Non-native plants and wildlife are expected to increase on-site, because these species are more adapt to urban environments and can out-compete native species. Historical and ongoing development in the vicinity of the Project Site has already supported continual and ongoing increase and proliferation of non-native plant and wildlife species in the vicinity of the Project Site. Development of the Project is not expected to substantially increase the distribution of non-native plants and wildlife. With compliance to Mitigation Measure 4.3-5, Project impacts would be less than significant.</p> <p><i>(2) Increased Light and Glare</i></p> <p>It is anticipated that nighttime lighting would increase in areas adjacent to the Project Site, which can disturb breeding and foraging behavior, movement, and can potentially alter breeding cycles of birds, mammals, and nocturnal invertebrates. Because of surrounding development around the Project Site, nearby natural areas already receive some nighttime lighting. The Proposed Project would increase light and glare effects near to the Newhall Creek corridor. Implementation of Mitigation Measure 4.3-6 would decrease this impact to a less than significant level.</p> <p><i>(3) Stormwater and Urban Runoff</i></p> <p>It is expect that stormwater runoff would be limited to pavement runoff during periodic storm events. It is reasonable to assume runoff could substantially affect special-status species potentially occurring downstream from the Project Site (i.e. Newhall Creek), incrementally diminish habitat, and degrade the quality of the environment. With the compliance to City’s standard stormwater requirements and required design criteria, impacts to Newhall Creek resulting from Stormwater runoff would be less than significant.</p>		<p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Cultural Resources</p> <p><i>Cultural and Historic Resources</i> No cultural or historic habitable structures are located on-site, and as such, the Project would not have the potential to adversely impact any historic or cultural resources.</p> <p><i>Archaeological Resources</i> No known archeological sites are identified within the Project Site. While, portions of the Project Site are improved with roadways, the Project will consist of earthwork activities, such as grading and excavation, in areas that are currently undeveloped. Construction-related earthwork activities may result in the accidental discovery of prehistoric or historic archaeological resources or Native American burial sites. Implementation of Mitigation Measures 4.4-1 would reduce impacts to a less than significant level.</p> <p><i>Paleontological Resources</i> The records search conducted by the Vertebrate Paleontology Department of the Natural History Museum of Los Angeles County yielded no known fossil localities within the Project Site. The closest</p>	<p>No mitigation measures are required.</p> <p>MM 4.4-1 In the event any archaeological materials are encountered during the course of Project development, all construction activity shall halt in the area of the find and the services of a qualified archaeologist shall be secured to assess the discovered material(s) and prepare a survey, study or report evaluating the significance of the materials encountered. The archaeologist’s written assessment shall contain a detailed description of the materials encountered, and recommendations if necessary, for the preservation, conservation, or relocation of the resource. Project development activities may resume once copies of the archaeological survey, study or report are submitted to the satisfaction of the Planning Director and copies distributed to the SCCIC Department of Anthropology.</p> <p>MM 4.4-2 In the event any suspected paleontological materials are encountered during the course of Project development, all construction activity shall halt in the area of the find and the services of a qualified paleontologist</p>	<p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>vertebrate fossil localities are from the Saugus Formation, located directly north of the Proposed Project Site. While it is possible that fossilized materials may be discovered during site preparation and construction, specifically grading and excavation activities, precautionary measures set forth in Mitigation Measure 4.4-2 would reduce any potential adverse impacts to paleontological resources to a less than significant level.</p> <p><i>Tribal Cultural Resources</i></p> <p>Based on a records search conducted through the South Central Coastal Information Center (SCCIC) (see Appendix E to this EIR), no archaeological sites have been identified within a ½-mile radius of the Project Site. As such, the Proposed Project would not have a direct impact upon known archaeological resources, including Native American tribal resources. However, a lack of surface evidence of archeological resources does not preclude their subsurface existence. As such, provisions for the identification and evaluation of accidentally discovered archeological resources would be implemented in accordance with mitigation measure 4.4-1. With the incorporation of mitigation measure 4.4-1, impacts upon tribal resources would be less than significant.</p>	<p>shall be secured to assess the discovered material(s) and prepare a survey, study or report evaluating the significance of the materials encountered. The paleontologist’s written assessment shall contain a detailed description of the materials encountered, and recommendations if necessary, for the preservation, conservation, or relocation of the resource. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the satisfaction of the Planning Director and copies distributed to the Los Angeles County Natural History Museum.</p> <p>See MM 4.4-1, above.</p>	<p>Less than Significant Impact.</p>
<p>Geology/Soils</p> <p>The Project Site is underlain by Saugus Formation, Pacoima Formation, Quaternary alluvium and artificial fill and has historic high groundwater elevations greater than 50 feet in depth. The Project Site is</p>	<p>MM 4.5-1 The Proposed Project shall be designed and constructed in accordance with the City and State Building Codes and shall adhere to all modern earthquake standards, including the</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>located in the State of California Seismic Hazard Zone map for the Newhall Quadrangle. Hazards related to seismic-related ground failures (including ground rupture and liquefaction) are considered low.</p> <p>All slopes should be evaluated by the Project Geotechnical engineer at the planning and design stages. The hillside area of the Project Site is designated on the State of California Seismic Hazard Zone Map to have earthquake-induced slope instability. No landslides have been mapped on the Project Site. Remedial measures will be required where ascending or descending cut slopes are not stable as determined by geologic or geotechnical stability analyses. The potential for earthquake-induced slope failures is considered low provided that future geologic and geotechnical evaluations and recommendations for slope stability is incorporated into design and construction.</p> <p>Additionally, specific recommendations for design and construction should be provided to address soil stability, including: hydro-compression, expansive soils, rippability, the handling of oversized material, soil corrosivity, shirking and bulking of materials, and the handling of the need for retaining wall.</p> <p>No oil wells have been drilled on or immediately adjacent to the Project Site. If any undocumented oil wells are encountered during future construction operations at the site, their location(s) should be surveyed and the current well conditions evaluated. Water wells have been drilled in the vicinity of the proposed road alignments. If one of these water well is within the proposed road alignment, or if a water well is encountered during future construction operations at the Project Site, the location should be surveyed and the potential impacts to well conditions should be evaluated.</p> <p>The implementation of Mitigation Measure 4.5-1 would insure that potential Project impacts would be reduced to a less than significant level.</p>	<p>recommendations provided in the Project's Geotechnical Report, which shall be reviewed by the Division of the City's Building and Safety Division.</p> <p>MM 4.5-2 Prior to the issuance of a grading permit, the Applicant shall provide grading plans to the City's Building and Safety Division for review and approval. Grading plans shall comply with the City's requirements for slope stability. Grading plans shall also comply with City requirements for stability under static and pseudo static loading conditions to mitigate risks associated with earthquake induced landslides.</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>water quality plan would reduce water quality impacts to less than significant.</p> <p><i>Inundation and Flooding</i></p> <p>A post-Project hydraulic model was analyzed to understand the impacts of inundation and flooding. The result of the post-Project hydraulic model indicate that the proposed bridge and channel improvements can accommodate the Capital Flood and will not create any flood hazard for the adjacent railroad and proposed street improvements Riprap and vegetation linings are recommended for the high and moderate shear zones, respectively. Impacts associated with inundation and flooding would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Land Use/Planning</p> <p>Implementation of the Proposed Project would not disrupt or physically divide an established community. Monument signage would properly guide traffic and identify the entrance to the Placerita Canyon community as a residential community with no through access. Additionally, the Project will provide increased pedestrian and vehicular access in the area.</p> <p>The Proposed Project would not conflict with any applicable land use plans, policies, or regulations, including: the Regional Transportation Plan / Sustainable Communities Strategy, City of Santa Clarita Municipal Code, City of Santa Clarita General Plan (including the Circulation Element), the Placerita Canyon Special Standards District and North Newhall Area, Old Town Newhall Specific Plan, and the Compass Blueprint Concept Plan.</p> <p>The Proposed Project would require the approval of an Oak Tree Permit and Hillside Review Permit at such time as development occurs or when funding of roadway construction becomes available. These entitlements will be obtained at such time as the proposed alignment is</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>approved and roadway funding is available to implement the Project. With procurement of the required Oak Tree Permit and Hillside Review Permits, land use impacts would be less than significant. As such, Project implementation would create a less than significant impact with regards to land use and planning.</p>		
<p>Noise</p> <p><i>Construction Noise</i></p> <p>Construction of the Proposed Project would require the use of heavy equipment for ground clearing, site grading, and roadway construction. Several pieces of construction equipment operating simultaneously would generate a noise level of approximately 94.6 dBA. The estimated construction noise levels impacting sensitive receptors are expected to exceed the City’s daytime noise standards for residential uses (see Table 4.8-3). The construction noise levels would therefore constitute a significant impact.</p> <p><i>Construction Groundborne Vibration</i></p> <p>Site clearing and grading activities would not occur within 100 feet of any occupied residential structure within the Project area. The nearest homes to the north on Aden Avenue would be exposed to vibration levels in the range of 69 VdB, which is below the dividing line between barely perceptible and distinctly perceptible levels for many people. Construction activities that would occur within 300 feet of a residential zone would be limited to the hours of 7:00 A.M. through 7:00 P.M. Monday through Friday and 8:00 A.M. through 6:00 P.M. on Saturday. Therefore, vibration impacts would not occur during recognized sleep hours for residences. The Proposed Project would not generate vibration levels in excess of the 80 VdB threshold at any residences and/or buildings where people normally sleep. Thus, the Proposed Project’s potential impact upon exposing persons to excessive groundborne vibration or groundborne noise levels would be less than</p>	<p>4.8-1. Pursuant to Section 11.44.080 of the City’s Noise Ordinance, no construction work shall occur within 300 feet of occupied residences except between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction work shall occur on Sunday, New Year’s Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day.</p> <p>4.8-2 The construction schedule (including the various types of activities that would be occurring throughout the duration of construction phases, anticipated truck routes, and the potential for noise impacts along local roadways from construction-related vehicles) shall be prominently posted on-site during construction stages. When construction activities are anticipated to occur within 200 feet of residences, notice of the construction schedule shall be mailed to such residences two weeks prior to commencement of activity.</p> <p>4.8-3 The phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent</p>	<p>Significant and Unavoidable</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>significant.</p>	<p>receives a complaint, the superintendent shall investigate, take appropriate corrective actions, and report the action taken to the reporting party. Contract specifications shall be included in the Project's construction document.</p> <p>4.8-4 All internal combustion engine construction equipment shall be properly muffled or equipped with other noise attenuating devices capable of achieving a sound attenuation of at least 3 dB(A) at 50 feet of distance. Such equipment shall also be in good working condition.</p> <p>4.8-5. As feasible, construction activities shall use specially quieted equipment, such as electric air compressors and similar power tools, rather than diesel equipment.</p> <p>4.8-6 Construction staging areas shall be located away from sensitive land uses, particularly away from single-family residences near Dockweiler Drive's current western terminus, single-family residences near Deputy Jake Drive's western cul-de-sac, single-family residences near Market Street and Race Street, and existing on-site dormitories.</p> <p>4.8-7 Construction and grading activities shall be scheduled in such a way so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p>4.8-8 Construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operational – Roadway Noise Impacts</i></p> <p>The Proposed Project is anticipated to alter roadway traffic volumes as the Proposed Project would create a new roadway segment connecting Lyons Avenue to Dockweiler Drive. Locations in the vicinity of the Project Site could experience slight changes in noise levels as a result of the change in traffic patterns. The changes in future noise levels along the study-area roadway segments in the project vicinity are for the Proposed Project’s near term (Year 2019) impacts would increase local noise levels by a maximum of 2.7 dBA CNEL (at the location of Dockweiler Drive (between Sierra Highway and Valle del Oro). This increase would be inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. At all other roadway segments, the resulting noise levels are anticipated to decrease. As such the Proposed Project’s potential to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be less than significant.</p> <p>The Future (2019) With Project noise levels on the new roadway segment from Lyons Avenue to Valle del Oro are expected to be 63.3 dBA (CNEL) within 50 feet of the centerline of the roadway. The resulting noise levels at the three identified sensitive receptors would be below 52.9 dBA. Thus, the anticipated with project noise levels at all off-site receptor locations would be within the “normally acceptable” range of noise for residential areas. Therefore, the</p>	<p>4.8-9</p> <p>conducted as far as possible from the nearest noise-sensitive land uses, particularly away from single-family residences. Temporary construction noise barriers of sufficient height shall be erected in such a way so as to disrupt line-of-sight between the active construction noise sources and any residences within 500 feet of the Project Site.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Proposed Project’s noise impacts would be less than significant.</p> <p><i>Operational Noise Levels – Railroad Crossing Bells</i></p> <p>The closure of the existing at-grade railroad crossing at 13th Street would reduce the railroad warning signal bell levels in the vicinity of 13th Street and Railroad Avenue as the railroad crossing warning signal devices would be removed at this location and installed at a new at-grade crossing at Lyons Avenue and Railroad Avenue. The relocation of the existing railroad crossing signal at 13th Street and Railroad Avenue approximately 1,150 feet south to the Lyons Avenue and Railroad Avenue crossing would not result in a noticeable change to the ambient noise levels during train events. Noise impacts from at-grade warning signals would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Transportation/Circulation</p> <p>The Traffic Report analyzed sixteen intersections for existing year conditions (2014), opening year conditions (2019), and future year conditions (2035). Potential Project traffic impacts were found for opening year conditions and future year conditions. With the incorporation of the mitigation measures, potential traffic impacts associated with the Proposed Project would be reduced to a less than significant level.</p>	<p><i>Year 2019 Project Mitigation Measures</i></p> <p>MM 4.9-1 Dockweiler Drive extension: Construct to full Secondary Highway Pavement width, from Aden Avenue to west of Valle Del Oro, providing two lanes eastbound (uphill) and one lane westbound (downhill), as necessary. May be striped for parking lane on both sides of roadway in interim condition. Class II Bike lanes and Pedestrian Sidewalks to be provided.</p> <p>MM 4.9-2 Railroad Avenue (North-South) and Lyons Avenue (East-West): Construct the railroad crossing and improve the intersection. The intersection improvements will include widening the northbound direction to accommodate an additional left turn lane and convert a through lane to a shared through-right lane and southbound direction to</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>accommodate and additional left turn lane and convert the right turn lane to a shared through-right turn lane. The north and southbound directions will include two left turn lanes, a through lane, and a shared through-right turn lane. The eastbound direction will provide a left turn lane, a through lane, and a shared through-right turn lane. The westbound direction will provide a left turn lane, two through lanes and a right turn lane.</p> <p>MM 4.9-3 Arch Street (north leg) / Dockweiler Drive (south leg) / 12th Street (east and west legs) / Placerita Canyon Road (southeast leg): Convert intersection to a 5-leg all way stop controlled intersection including Dockweiler Drive as the 5th leg. Arch Street will include a shared left-through-right lane accommodating left turning movements to the west leg (12th Street) and Placerita Canyon Road. Dockweiler Drive will include a shared left-through right lane accommodating right turning movements to Placerita Canyon Road and the west leg (12th Street). The east leg (12th Street) will include a shared left- through-right lane accommodating left turning movements to Placerita Canyon Road and Dockweiler Drive. The west leg (12th Street) will include a shared left-through-right lane accommodating right turning movements to Dockweiler Drive and Placerita Canyon Road. Placerita Canyon Road will include a shared left-right lane accommodating left</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>turning movements to Dockweiler Drive and west leg (12th Street) and right turning movements to the east leg (12th Street) and Arch Street.</p> <p>MM 4.9-4 Lyons Avenue (North-South) and Dockweiler Drive (East-West): Extend Lyons Avenue to intersect with Dockweiler Drive as a signalized T-intersection. The northbound direction will include two left turn lanes and a through lane. The southbound direction will include a through and two right turn lanes. The eastbound direction will include a left turn lane and two right turn lanes.</p> <p>MM 4.9-5 Railroad Avenue (North-South) and 13th Street (East-West): The railroad crossing to be closed. The intersection modifications include removing the northbound right turn lane and southbound left turn lane and restricting the eastbound through movement. The northbound direction will include a left turn lane and two through lanes. The southbound direction will include a through lane and a shared through-right turn lane. The eastbound direction will include a shared left-right turn lane.</p> <p><i>Year 2019 Regional Mitigation Measures</i></p> <p>MM 4.9-6 Sierra Highway (North-South) and SR-14 Freeway Southbound Ramps (East-West): The intersection modifications include installing a traffic signal and widening the</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>MM 4.9-7 southbound direct to provide an additional left turn lane. The northbound direction will include a through lane, and a shared through-right turn lane. The southbound direction will include two left turn lanes, and two through lanes. The eastbound direction will include a left turn lane and a right turn lane.</p> <p>Sierra Highway (North-South) and Placerita Canyon Road (East-West): The intersection modifications include lane modifications to provide an exclusive right turn westbound lane and right turn northbound lane. The northbound direction will include a left turn lane, two through lanes, and a right turn lane. The south and eastbound directions will include a left turn lane, a through lane, and a shared through-right turn lane. The westbound direction will include a left turn lane, a through lane, and a right turn lane.</p> <p>MM 4.9-8 SR-14 Freeway Northbound Ramps (North-South) and Placerita Canyon Road (East-West): The intersection modifications include installing a traffic signal. The northbound direction will include a left turn lane and a right turn lane. The east and westbound directions will include two through lanes.</p> <p>MM 4.9-9 SR-14 Freeway Southbound Ramps (North-South) and Newhall Avenue (East-West): The intersection modifications include converting the east and southbound right turn lanes to free right turns and signaling the</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>intersection. The eastbound direction will include two through lanes and a free right turn lane. The southbound direction will include a shared through-left turn lane and a free right turn lane. The westbound direction will include a left turn lane and two through lanes.</p> <p>MM 4.9-10 Newhall Avenue (North-South) and Lyons Avenue (East-West): The intersection modifications include converting the eastbound through-right lane to a right turn lane. The northbound direction will include two left turn lanes and a shared through-right lane. The southbound direction will include a left turn lane and a shared through-right lane. The east and westbound directions will include a left turn lane, two through lanes, and a right turn lane.</p> <p><i>Year 2035 Project Mitigation Measures</i></p> <p>MM 4.9-11 Valle Del Oro (North-South) and Dockweiler Drive (East-West): Install a traffic signal. The intersection modifications include signaling the intersection and widening the east and west bound direction to accommodate an additional through lane and widening the northbound direction to accommodate an exclusive right turn lane. The northbound direction will include a shared left-through lane and a right turn lane. The southbound direction will include a shared left-through-right turn lane. The east and westbound directions will include a left</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>turn lane, a through, and a shared through-right turn lane.</p> <p><i>Year 2035 Regional Mitigation Measures</i></p> <p>MM 4.9-12 Sierra Highway (North-South) and Placerita Canyon Road (East-West): The Intersection modifications include widening to accommodate lane modifications to all approaches. Widen the northbound direction to accommodate an additional through lane. Widen the east and southbound directions to accommodate two additional through lanes and restripe the shared through-right lane to a right turn only lane. Widen the westbound direction to accommodate two additional through lanes. The north, east, south, and westbound direction will include a left turn lane, three through lanes, and a right turn lane.</p> <p>MM 4.9-13 Sierra Highway (North-South) and Newhall Avenue (East-West): Intersection modifications include converting the northbound through-right turn lane to a through lane and widening to accommodate a free right turn. The northbound direction will include two left turn lanes, two through lanes, and a free right turn. The southbound direction will include a left turn lane, two through lanes, and a shared through-right turn lane. The east and westbound directions will include two left turn lane, three through lanes, and a right turn lane.</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM 4.9-14 Main Street (north leg) / Newhall Avenue (south leg) / Newhall Avenue (west leg): The intersection modifications include widening the northbound direction to accommodate a left turn lane and the eastbound direction to accommodate a right turn lane. Newhall Avenue (south leg) will include a left turn lane and a shared left-through lane. Main Street will include a shared right-through lane. Newhall Avenue (east leg) will include a shared left-right lane and a right turn lane.	
<i>Source: A detailed discussion of each of the topics summarized above is presented in Sections 4.1 through 4.9 of this Draft EIR.</i>		