

---

## 2.0 PROJECT DESCRIPTION

---

### 2.1 PROJECT LOCATION

The Project Site is located in the City of Santa Clarita, California, about 35 miles north of Downtown Los Angeles. The Project Site is more specifically located in the Newhall community of the City of Santa Clarita 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 12<sup>th</sup> Street and Arch 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 (see Figure 2-1, Project Location Map).

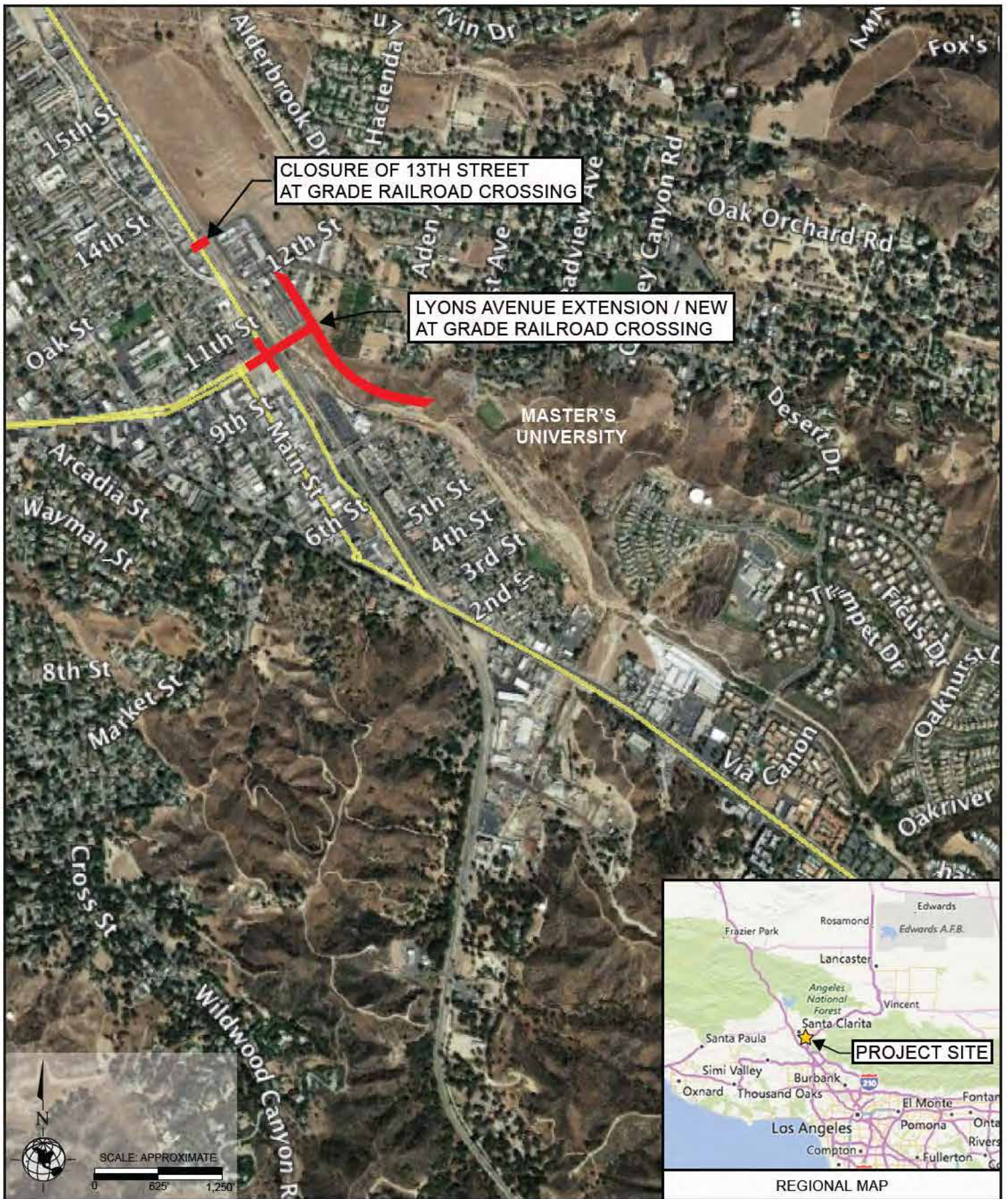
#### *Regional Access*

Regional access to the Project Site is provided from the State Route 14 Freeway to the east and the Golden State/Santa Ana Freeway (I-5) Freeway to the west. SR-14 is located 1.9 miles southeast of the Project Site via Railroad Avenue and Newhall Avenue. The I-5 Freeway is located 2.1 miles west of the Project Site via Lyons Avenue. The SR-14 and I-5 Freeways run in a north-south direction and provides connections to the Ronald Reagan (CA-118) freeway, the San Diego (I-405) freeway, and the Foothill (I-210) freeway to south of the Project Site.

#### *Local Access*

The following roadways provide local access to the Project Site: Dockweiler Drive is designated as an east-west secondary highway and consists of one and two lanes of travel in each direction. Lyons Avenue is an east-west major roadway that provides three lanes of travel in each direction and provides access from the project area to I-5. Newhall Avenue is a north-south secondary highway from Lyons Avenue to Railroad Avenue with one lane of travel in each direction. From Railroad Avenue to SR-14, Newhall Avenue is designated as a major highway with three northbound lanes and three southbound lanes south of Railroad Avenue. Placerita Canyon Road, west of SR-14 is an east-west local street with one lane of travel provided in each direction. Through traffic access on Placerita Canyon Road is restricted with a gate entrance west of Sierra Highway. Placerita Canyon Road is currently the primary connection to The Master's University and residential neighborhood to the north. Railroad Avenue is a north-south secondary highway from Lyons Avenue to Newhall Avenue. This roadway provides two lanes of travel in each direction and limited parking throughout the project area. 13<sup>th</sup> Street is an east-west unimproved local roadway with one lane of travel in each direction and provides a connection to Placerita Canyon Road.





Source: Aerial View, Google Earth, 2017; Regional Map, Bing Maps, 2017.



Figure 2-1  
Project Location Map



---

### ***Transit Services***

The existing Union Pacific/Metrolink rail line currently extends through the City, and is shared by both freight (Union Pacific) and passenger (Metrolink Antelope Valley line) trains. The nearest Metrolink train station to the Project Site is the Jan Heidt Newhall station located at Railroad Avenue and Market Street, approximately 0.25 mile south of Lyons Avenue. The Newhall station provides passenger service southbound to Los Angeles and northbound to Lancaster. The Newhall station also provides connections to the City's local bus lines 1, 2, 4, 5, 6, 14 and 757. Additionally, the City's Bicycle Master Plan is proposing a Class I Bike Path and Class II Bike Lane in the immediate vicinity of the Project Site, which will improve bicycle and pedestrian circulation.

## **2.2 ENVIRONMENTAL SETTING**

The Project Site consists of improved segments of Railroad Avenue and Lyons Avenue roadways and undeveloped land to the east extending towards The Master's University and Arch Street. The west end of the Project Site encompasses portions of Newhall Creek and traverses a storage yard, utilized by Los Angeles County Department of Public Works, and private properties. The portion of the Project Site that includes the intersection of Railroad Avenue and 13<sup>th</sup> Street is developed with existing road surface and an at-grade crossing. The UP/Metrolink Railroad line crosses the Project Site east of the intersection of Railroad Avenue and Lyons Avenue and at the intersection of Railroad Avenue and 13<sup>th</sup> Street. The proposed road alignments are located on the alluvial flood plain and hillside areas adjacent to Newhall Creek. The Project Site is covered with light to moderate growth of natural grasses and chaparral. Elevations at the Project Site range from approximately 1255 feet to 1370 feet above mean sea level. The current conditions of the Project Site at Railroad Avenue and Lyons Avenue are depicted in Figures 2-2 and 2-3 (Views 1 through 8). The current conditions of the Project Site at Railroad Avenue and 13<sup>th</sup> Street are depicted in Figures 2-4 (Views 9 through 12).

### ***Placerita Canyon Community***

The Project Site is located immediately southwest of the Placerita Canyon community. The City of Santa Clarita's General Plan (General Plan) describes the Placerita Canyon community as a rural, equestrian-oriented residential area, which is located northeast of Old Town Newhall. East of SR-14, Placerita Canyon is predominantly undeveloped with much of the land contained in the Angeles National Forest. Placerita Canyon is home to The Master's University, a private four-year liberal arts institution, and the Placerita Canyon Nature Center. The General Plan states that planning issues in Placerita Canyon include; accommodating expansion plans for The Master's University; upgrading non-compliant older structures; extending sewer lines to serve existing uses throughout the area to protect groundwater quality; providing flood control and drainage improvements; providing additional vehicular access, possibly through extension of Dockweiler Drive; and opportunities for future development of the 100-acre site located at the westerly entrance of Placerita Canyon. In addition, development in the area must comply with the City's Special Standards District to maintain the rural community character desired by residents.



View 1: From the northwest corner of Railroad Avenue and 12th Street looking southeast towards the Project Site.



View 2: From the north side of Lyons Avenue looking east towards the Project Site.



View 3: From the west side of Railroad Avenue looking east at the Project Site (Photo: 2014).



View 4: From the Project Site looking northwest (Photo: 2014).



Project Site Boundary    # Photograph Locations

Source: Parker Environmental Consultants, 2016



Figure 2-2  
Photographs of the Project Site at Lyons Avenue  
Views 1 through 4





View 5: From the north side of Lyons Avenue looking northeast at the Project Site.



View 6: From the Project Site looking southwest towards Lyons Avenue (Photo: 2014).



View 7: From the northside of 13th Street looking southeast (Photo: 2014).



View 8: From the south side of 13th Street looking northwest at the Project Site (Photo: 2014).



Project Site Boundary    # Photograph Locations

Source: Parker Environmental Consultants, 2016



Figure 2-3  
Photographs of the Project Site at Lyons Avenue  
Views 5 through 8





View 9: From the east side of Railroad Avenue Street looking east at the Project Site.



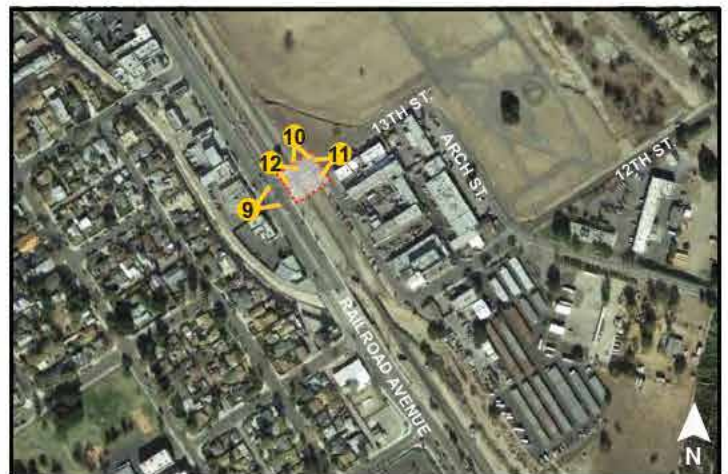
View 10: From the north side of 13th Street looking south at the Project Site.



View 11: From 13th Street looking west towards the Project Site.



View 12: From the north side of 13th Street looking southeast at the Project Site.



Project Site Boundary    Photograph Locations

Source: Parker Environmental Consultants, 2016



Figure 2-4  
Photographs of the Project Site at 13th Street  
Views 9 through 12

---

### ***Old Town Newhall Community***

The Project Site is located immediately east and south of Old Town Newhall. As described in the Old Town Newhall Specific Plan (Specific Plan), Newhall was the earliest permanent settlement in the Santa Clarita Valley. Access to Old Town Newhall is provided by three commercial arterial corridors, which include, Railroad Avenue, Lyons Avenue and Newhall Avenue. Old Town Newhall is composed of two neighborhoods, which are separated from one another by the railroad and Downtown, a 15-block Downtown area and the three existing commercial arterial corridors. Old Town Newhall is characterized by commercial uses along Main Street and Lyons Avenue and multi-family and single-family residential uses north and south of Lyons Avenue. William S. Hart Park, Newhall Creek and a number of historic buildings add to the character of the community. The General Plan states that planning issues for Newhall include the implementation of the Specific Plan through redevelopment efforts, creating a mixed use, transit-oriented, pedestrian-friendly, live-work-play environment, the future extension of Dockweiler Drive to Lyons Avenue, the future expansion of The Master's University campus, and providing any needed drainage infrastructure improvements.

### ***The Master's University and Dockweiler Drive Extension***

The Master's University is a private four-year liberal arts college located in the Placerita Canyon and Newhall community of Santa Clarita. The Master's University was founded in 1927 in downtown Los Angeles and moved to Placerita Canyon in 1961. The Master's University offers undergraduate degrees in 13 majors from nearly 60 areas of study, and three Master of Arts degrees in biblical counseling, biblical studies, and education. The Master's University campus is approximately 100 acres in size and has a population of over 1,000 students.

The Master's University Master Plan (Master Plan) was approved in 2009 and was designed to guide campus growth over the next ten years. The Master Plan ensures development is consistent with the goals, objectives, principles and policies of stakeholders including the City of Santa Clarita and local community. Key features of the Master Plan include the expansion and addition of educational facilities and dormitories and the construction of a new auditorium.

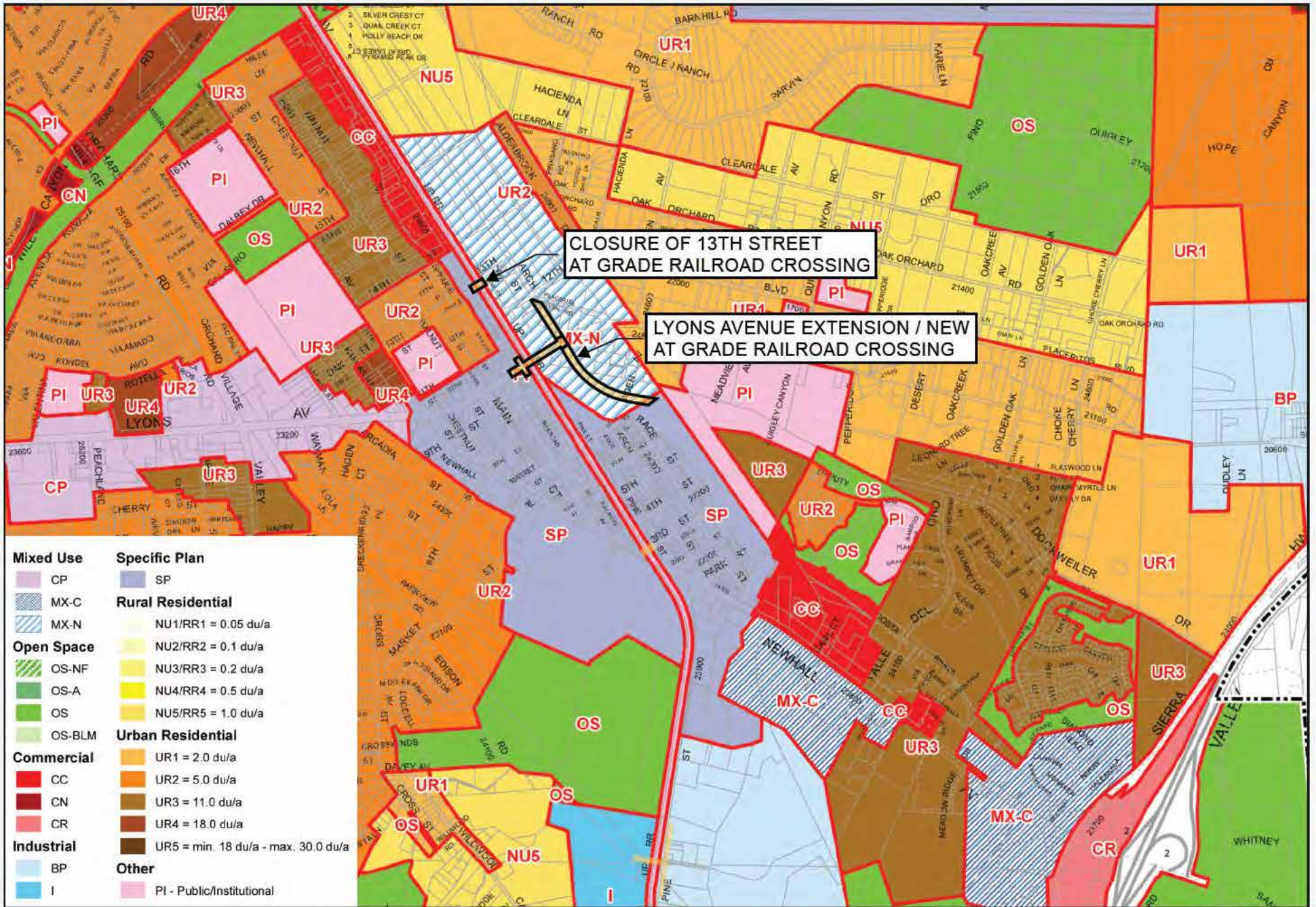
In order to accommodate the future expansion of the campus, the Master Plan includes the proposed extension of Dockweiler Drive from its current terminus near Valle Del Oro, through The Master's University property south of the main campus, to the western boundary of The Master's University property. The extension of Dockweiler Drive is a critical east-west link that would provide a through connection from Sierra Highway to Lyons Avenue. The extension would also relocate the main entry to The Master's University from Placerita Canyon Road and redirect traffic from Placerita Canyon Road onto Dockweiler Drive.

### 2.3 ZONING AND LAND USE DESIGNATIONS

Pursuant to the Santa Clarita Municipal Code (SCMC), the portion of the Project Site located at 13<sup>th</sup> Street and Railroad Avenue and Lyons Avenue and Railroad Avenue 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 (See Figure 2-5, Zoning and Land Use Map of Project Site and Surrounding Area). 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 proposed street improvements within the right-of-way along Railroad Avenue at 13<sup>th</sup> Street and Lyons Avenue are within the Old Town Newhall Specific Plan area (See Figure 2-6, Old Town Newhall Specific Plan). The Specific Plan encourages mixed-use and transit-oriented development in the historic community of Newhall, in order to promote new investment, spur economic development, and create new residential opportunities in this area. While the public right-of-way does not fall within a specific zone classification, the properties adjacent to the Project Site boundaries along Lyons Avenue are designated as Urban Center (UC) by the Specific Plan. The UC zone is applied to the central portions of the downtown area appropriate for a wide range of land uses in buildings averaging 2.5 stories in height, with ground floor uses including retail, offices, and restaurants, and upper floors accommodating offices or residential. Lodging, restaurant, entertainment, and civic uses are also encouraged. The properties fronting the right-of-way adjacent to the Project Site along west side of Railroad Avenue at 13<sup>th</sup> Street are designated as Corridor (C). The Corridor designation is slated for more automobile-oriented commercial uses. These areas would be developed to allow “automobile-related development in a way that is consistent with and complimentary to the adjacent Downtown development.” Specifically, buildings would be closer to the street with pedestrian considerations applied to transition to the more literal pedestrian environment of the Downtown. Buildings are envisioned as one to two stories tall with little or no housing.



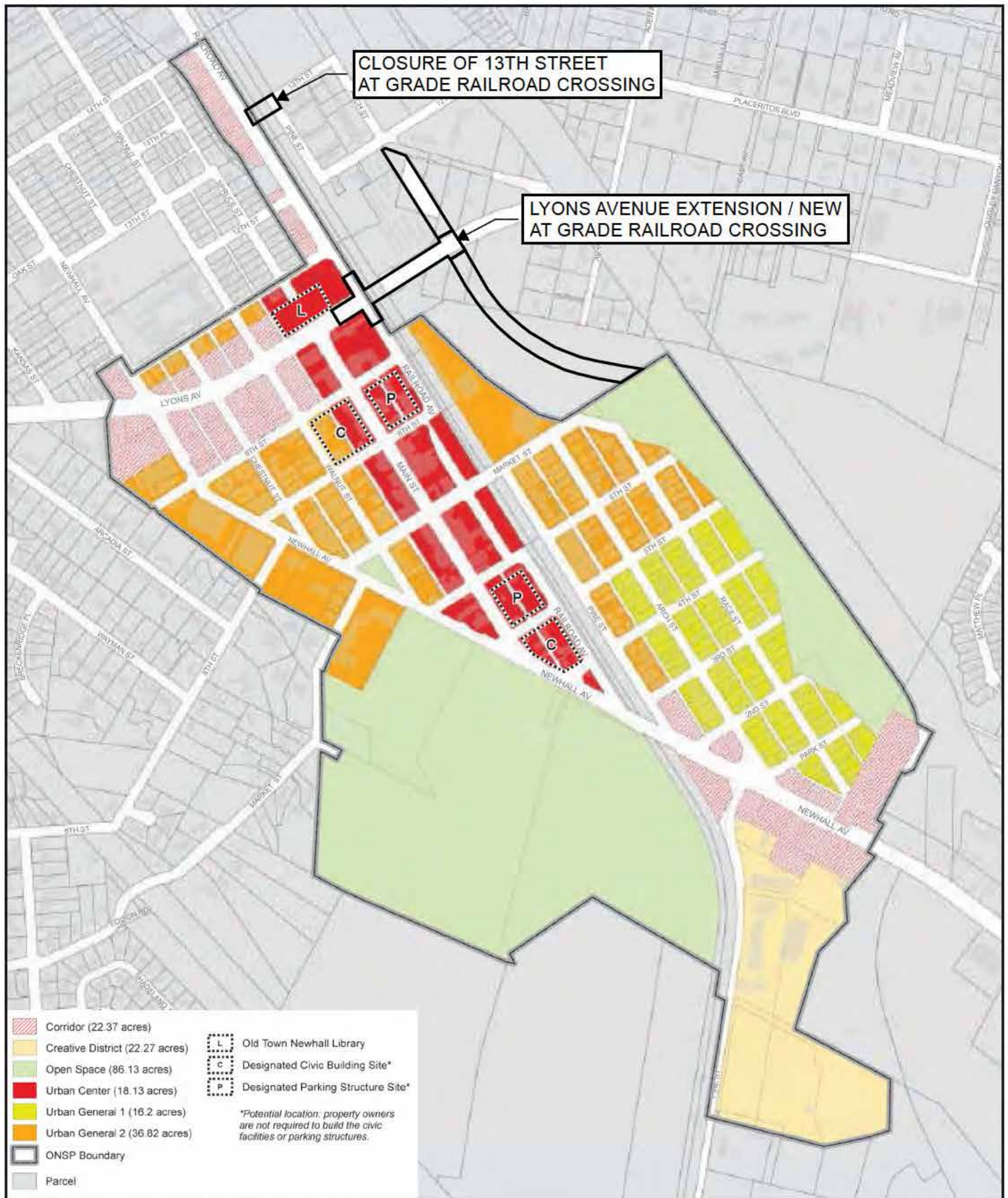


Source: City of Santa Clarita, Planning Department, 2016



Figure 2-5  
Zoning and Land Use Map of Project Site and Surrounding Area





Source: City of Santa Clarita, Planning Department, 2016



Figure 2-6  
Old Town Newhall Specific Plan



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. Chapter 17.39, Section 020, of the Santa Clarita Municipal Code (SCMC) establishes the PCSSD design standards in order to protect, preserve and enhance the secluded, rural and equestrian character of the Placerita Canyon community. Additionally, the PCSSD serves to help mitigate the cumulative impacts of development and ensure reasonable access to public riding and hiking trails. The North Newhall Area was established in order to stimulate development and redevelopment activities in the area north of Old Town Newhall. The SCMC establishes guidelines for the NNA to ensure that it provides buffering, transitional densities and protection for the existing developed areas and not intrude in or change the character of Placerita Canyon. Additionally, a Mixed Use Overlay Zone was adopted to encourage a mix of residential, commercial, employment, and institutional uses along the Newhall Avenue and Lyons Avenue corridors. The Mixed Use Overlay Zone serves to revitalize older commercial corridors, increase opportunities for infill housing, and encourage development that creates pedestrian-oriented neighborhoods.

## **2.4 SURROUNDING LAND USES**

The portion of the Project Site to the east of the intersection of Railroad Avenue and Lyons Avenue (across Newhall Creek), is bounded the Old Town Newhall Library and commercial uses to the west, across Railroad Avenue (See Figure 2-7, View 1, 2 and 3), commercial and industrial uses to the north (See Figure 2-7, View 4), the Newhall Metrolink Station to the south (See Figure 2-7, View 5), residential properties to the east and a landscape nursery to the east and southeast. Photographs of existing surrounding land uses at Railroad Avenue and Lyons Avenue are depicted in Figure 2-7, Photographs of Surrounding Land Uses at Lyons Avenue.

Photographs of existing surrounding land uses at Railroad Avenue and 13<sup>th</sup> Street are depicted in Figures 2-8. The portion of the Project Site to the east of the intersection of Railroad Avenue and 13<sup>th</sup> Street is bounded by one-story commercial buildings to the west, across Railroad Avenue (See Figure 2-8, View 6 and 7), industrial and commercial uses to the east (See Figure 2-8, View 8 and 9), undeveloped land to the north (See Figure 2-8, View 10), and Newhall Creek to the south.

Properties to the north of the aforementioned portions of the Project Site are zoned MX-N with a General Plan land use designation of Mixed Use - Neighborhood. Properties to the south of this portion of the Project Site are zoned SP with a General Plan land use designation of Specific Plan. Properties to the east of this portion of the Project Site are zoned UR1, UR3 and PI, with a General Plan land use designation of Urban Residential One, Urban Residential Three and Public Institutional, respectively. Properties to the west, across Railroad Avenue are zoned SP with a General Plan land use designation of Specific Plan.



View 1: From the east side of Railroad Avenue looking south.



View 2: From the east side of Railroad Avenue looking northwest towards Lyons Avenue.



View 3: From the east side of Railroad Avenue looking northwest.



View 4: From the west side Railroad Avenue looking east.



View 5: From the Project Site looking south towards the Newhall Metrolink Station (Photo: 2014).



Project Site Boundary    # Photograph Locations

Source: Parker Environmental Consultants, 2016



Figure 2-7  
Photographs of Surrounding Land Uses at Lyons Avenue  
Views 1 through 5





View 6: From the northeast corner of Railroad Avenue and 13th Street looking south.



View 7: From the northeast corner of Railroad Avenue and 13th Street looking northwest.



View 8: From the north side of 13th Street looking southeast.



View 9: From the west side of Railroad Avenue looking southeast.



View 10: From the east side of Railroad Avenue looking east.



Project Site Boundary    # Photograph Locations

Source: Parker Environmental Consultants, 2016



Figure 2-8  
Photographs of Surrounding Land Uses at 13th Street  
Views 6 through 10

## 2.5 PROJECT CHARACTERISTICS

The proposed Lyons Avenue/Dockweiler Drive Extension Project (“Proposed Project”) is a multi-phased 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 Lyons Avenue/Dockweiler Drive extension is proposed to be 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 includes the extension of Lyons Avenue from Railroad Avenue southeast to the proposed connection with Dockweiler Drive, the addition of a new at-grade railroad crossing east of the Railroad Avenue and Lyons Avenue intersection, and the extension of Dockweiler Drive from the approved alignment of Dockweiler Drive at The Master’s University site (The Master’s University extension of Dockweiler Drive through The Master’s University property was evaluated under a separate EIR<sup>1</sup>), and northwest to connect with the intersection of Arch Street and 12<sup>th</sup> Street. The Proposed Project would extend Lyons Avenue from its existing terminus at Railroad Avenue, eastward to Dockweiler Drive to provide a T-intersection at Dockweiler Drive. The Proposed Site Plan is depicted in Figure 2-9.

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.

The Proposed Project also includes the closure of an at-grade railroad crossing at the intersection of 13<sup>th</sup> Street and Railroad Avenue. The intersection at 13<sup>th</sup> Street would be modified, removing the northbound right turn lane and southbound left turn lane and restricting the eastbound through movement. The Proposed Site Plan for the at-grade railroad closure at 13<sup>th</sup> Street and Railroad Avenue is depicted in Figure 2-10.

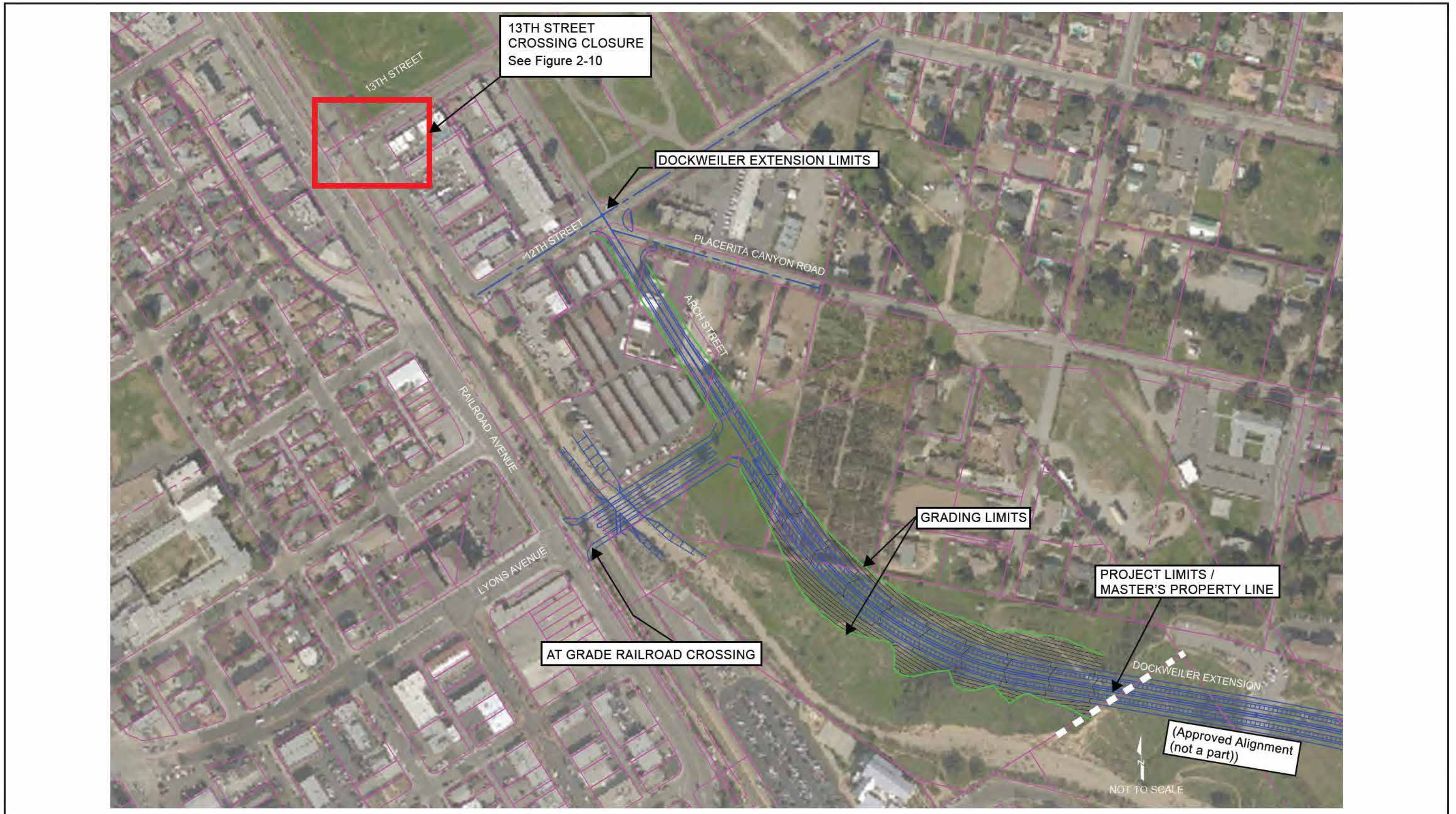
---

<sup>1</sup> *The Master’s College Master Plan Draft EIR, dated July 2008, and Final EIR, dated October 2008. SCH No. 2004021002.*



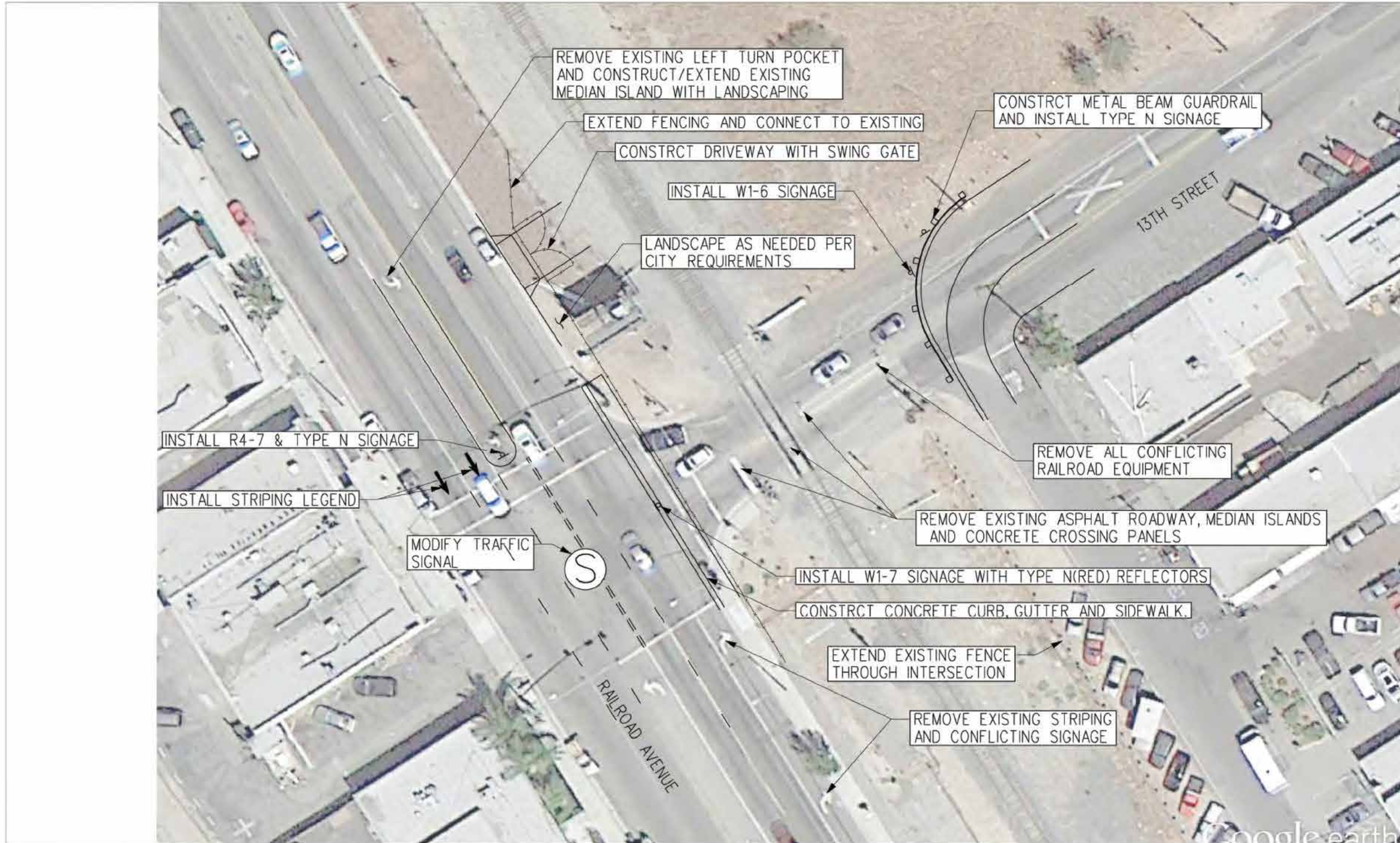
[Page left intentionally blank.]





Source: David Evans and Associates, May 2017.





\*REMOVE ALL CONFLICTING SIGNING AND STRIPING  
 \*MODIFY TRAFFIC SIGNAL EQUIPMENT/CONTROLLER/TIMING/ TO REFLECT T-INTERSECTION



Source: Patterson & Associates, Inc., June 2015



Figure 2-10  
 13th Street Crossing Closure

### *Design Features*

The Proposed Project will include re-profiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad at-grade crossing east of Railroad Avenue. The proposed at-grade crossing at Lyons Avenue will improve traffic movements and circulation. Roadway construction will include a new bridge crossing over Newhall Creek and would necessitate embankment protection on both sides of the creek. The Newhall Creek improvements will be designed in accordance with current regulatory and State permitting agencies.

Street improvements would include:

- Installation of a new traffic signal at Lyons and Railroad Avenues;
- Installation of intersection improvements at the Arch Street/12<sup>th</sup> Street/Placerita Canyon and proposed Dockweiler Drive alignment. For purposes of this analysis, the following three intersection configurations were evaluated as potential design options:
  - A 5-way intersection configuration as shown in Figure 2.11: Option A – 5-Legged Intersection.
  - A traffic circle as shown in Figure 2.12: Option B, Traffic Circle.
  - A 3-legged intersection as shown in Figure 2.13: Option C, 3-Legged Intersection.
- Street widening for Lyons and Railroad Avenues;
- Installation of raised median island on both streets;
- New signing, striping and legends such as monument signage to properly identify the entrance to the Placerita Canyon community as a residential community with no through access.

Railroad improvements would include:

- New railroad signal house;
- Crossing Panels;
- Advance Preemption and railroad signal design;
- Pedestrian gates (4);
- Railroad related signing, striping and legends;
- Blank out sign for northbound traffic making right turn into the eastbound Lyons Avenue;
- New fencing for railroad;
- New driveway to access railroad property for maintenance;
- New vehicular gates (6);
- New railroad loops.

The proposed alignment and roadway extension is part of the City's General Plan and consistent with the goals of the Old Town Newhall Specific Plan, Santa Clarita Valley Consolidated Traffic Model (SCVCTM), and the Compass Blueprint Plan. The extension of the proposed roadway (Lyons Avenue) is designated as a Secondary Highway per the City of Santa Clarita's General Plan. This roadway extension

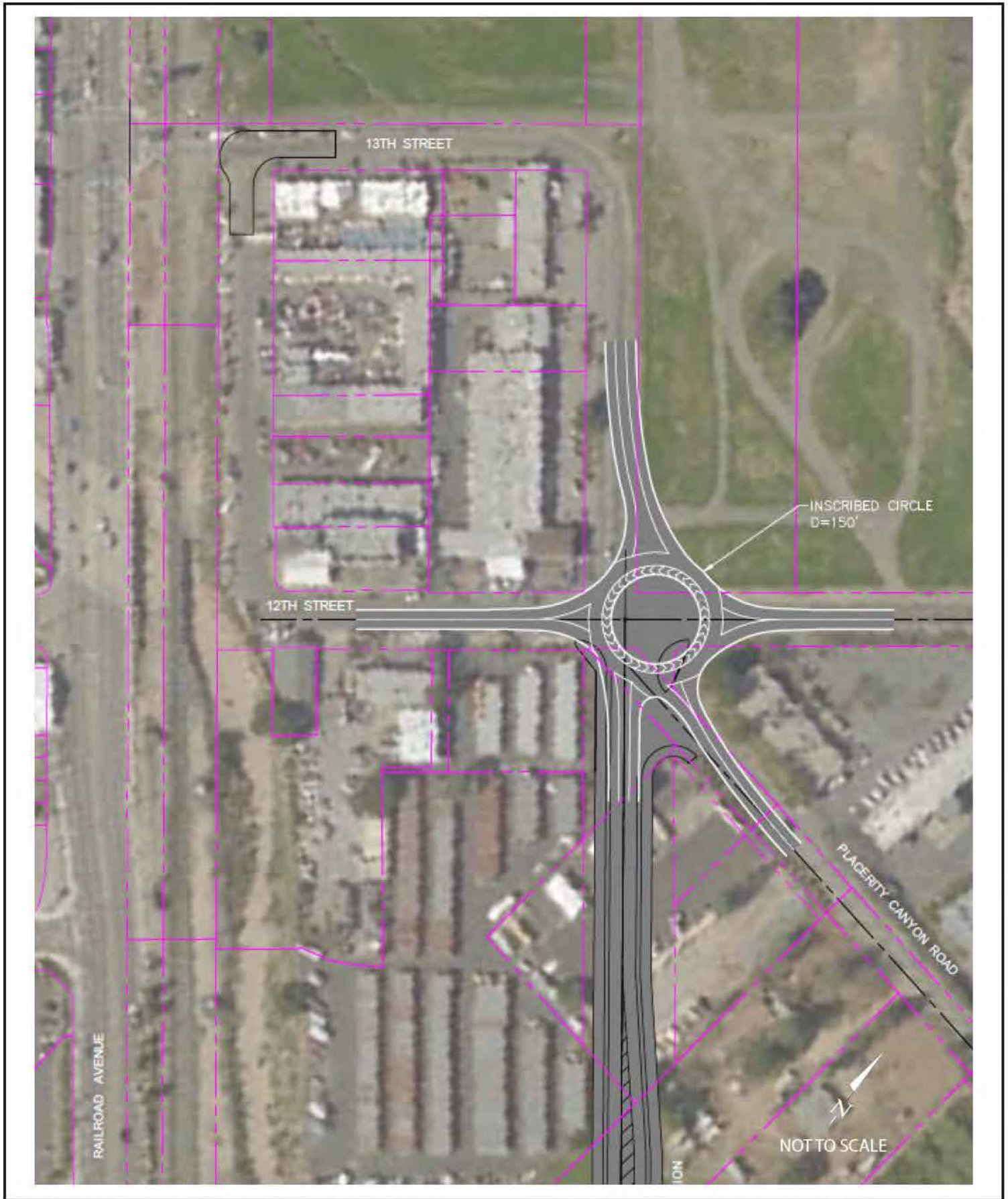




Source: David Evans & Associates Inc., May 2017.



Figure 2-11  
Option A - 5 Legged Intersection



Source: David Evans & Associates Inc., May 2017.





Source: David Evans & Associates Inc., May 2017.

is consistent with the approved Master's University Master Plan, in which Dockweiler Drive was re-designated as a 4-lane Secondary Highway. The proposed roadway from the Arch Street/12<sup>th</sup> Street/Placerita Canyon/Dockweiler Drive intersection to the future intersection of Lyons Avenue and Dockweiler Drive will be a two-lane facility with a 13-foot landscaped parkway/sidewalk on each side. The proposed roadway from the Lyons Avenue and Dockweiler Drive intersection to the Master's University property line will be a 2-lane facility with a 12-foot raised landscaped median, and 13-foot parkway/sidewalk on each side. The median lanes will be 12 feet wide and the parking lanes 9 feet wide with a 6-foot bike lane. The parking lanes will be capable of being converted into a travel lane to create an ultimate 4-lane facility in compliance with the City's General Plan. The typical right-of-way (R/W) width will be 92 feet.

The Proposed Project would also include the closure of an at-grade crossing at the intersection of Railroad Avenue and 13<sup>th</sup> Street.

Street improvements at the 13<sup>th</sup> Street and Railroad Avenue at-grade railroad crossing intersection are illustrated in Figure 2.10, 13<sup>th</sup> Street Crossing Closure and would include:

- Modify existing traffic signal for a T-intersection operation
- Street construction with new curb and gutter and related striping, signing, and legends
- New landscaping along 13<sup>th</sup> Street near railroad property
- Modify signing, striping and legends on 13<sup>th</sup> Street and Railroad Avenue to reflect new intersection and new design for 13<sup>th</sup> Street

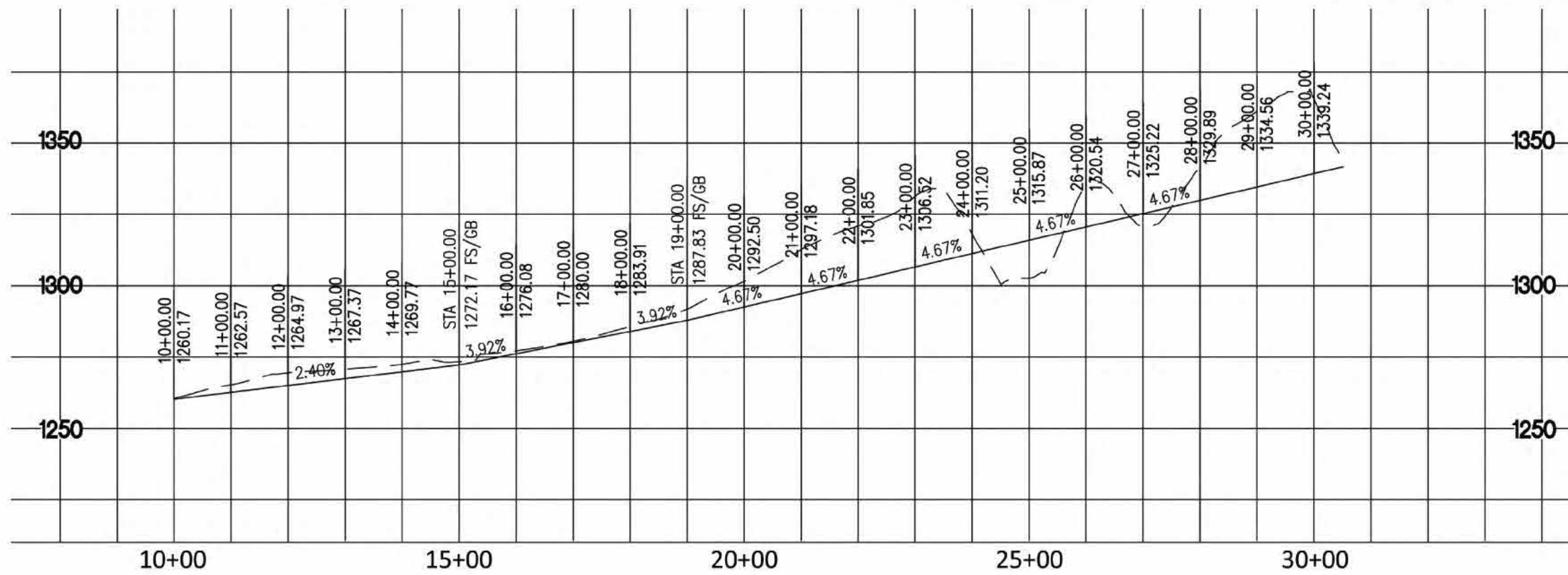
Railroad improvements associated with the closure of the 13<sup>th</sup> Street at-grade crossing would include:


- Remove railroad signal house and modify railroad signal interference with the traffic signal
- Remove crossing panels
- Modify railroad signal and related work
- Remove railroad related signing, striping and legends
- Remove all railroad related signals in coordination with City's traffic signal
- New fencing for railroad
- New driveway to access railroad property for maintenance

### ***Construction***

The construction of the Proposed Project east of Railroad Avenue will join existing roadways in the Placerita Canyon and Newhall communities. Connection points are proposed at the Arch Street/12<sup>th</sup> Street intersection, Railroad Avenue and Lyons Avenue, and the proposed Dockweiler Drive extension at The Master's University. See Figures 2.11 through 2.13 for the three optional design configurations for the Arch Street/12<sup>th</sup> Street/Placerita Canyon/Dockweiler Drive intersection. The extent of grading and contour of the proposed roadway extension is illustrated in Figure 2-14, Proposed Dockweiler Drive Alignment and Grading Plan Profile. Cross section illustrations of the grading plan profile at the Lyons Avenue railroad at-grade crossing and Newhall Creek overcrossing are shown in Figure 2-15, Proposed





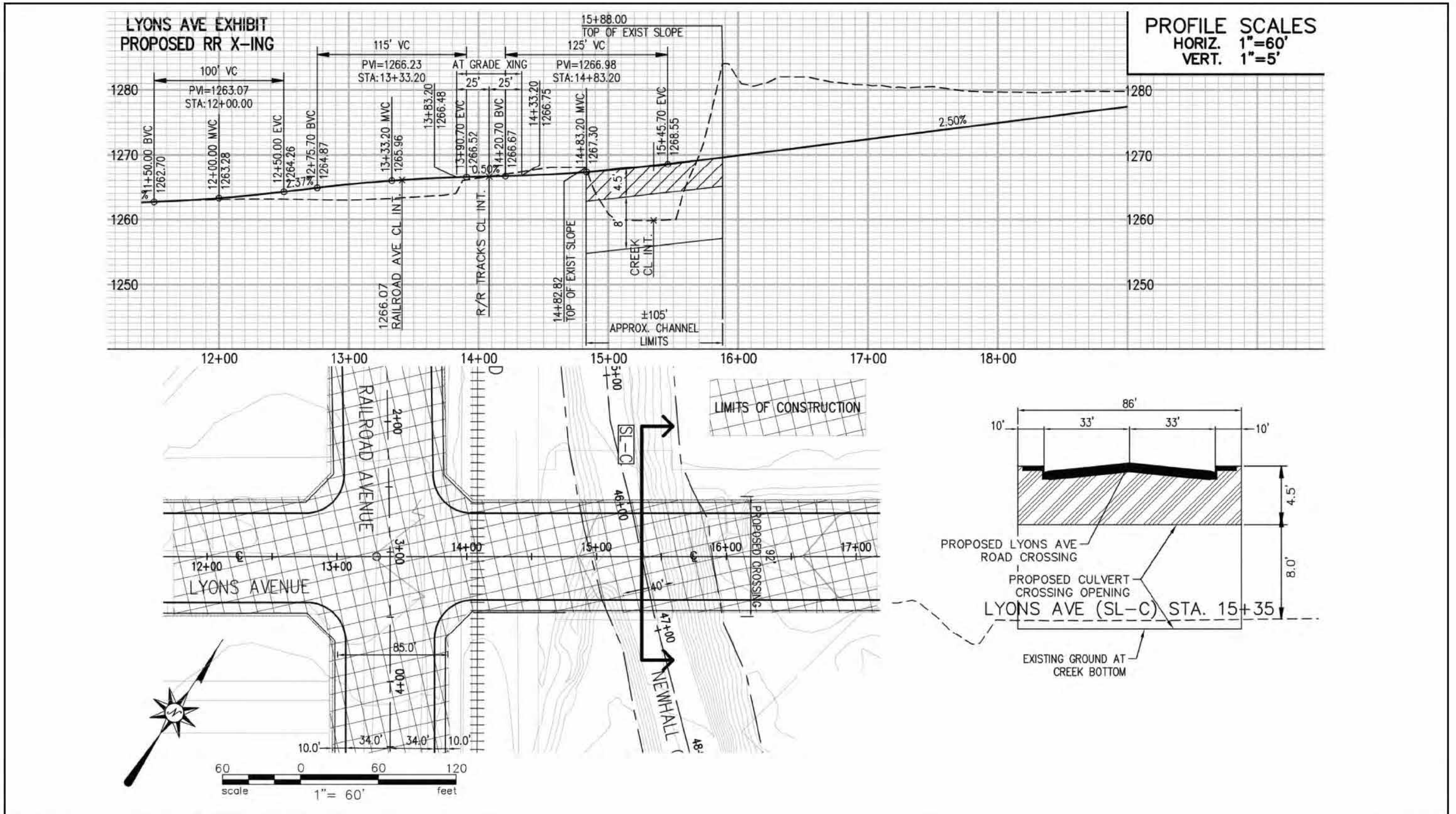
NOT TO SCALE 

Source: David Evans & Associates, Inc.



Figure 2-14  
Proposed Dockweiler Drive Alignment and Grading Plan Profile





Source: David Evans & Associates, Inc.



Figure 2-15  
 Proposed Grading Plan Profile and Cross Section of the Railroad Crossing at Lyons Avenue



Grading Plan Profile and Cross Section of the Railroad Crossing at Lyons Avenue. Figure 2.16 depicts the proposed grading plan profile and cross sections of the railroad crossing at Lyons Avenue and Railroad Avenue, as well as the intersection and at the Newhall Creek overcrossing. Additionally, Figure 2-17 depicts the proposed street widening improvements at Lyons Avenue and Railroad Avenue.

Construction activities are expected to commence at such time as funding becomes available and all applicable permits are obtained by the CPUC. The earliest expected date to begin construction is July 2018. Grading is expected to last approximately eight months. Trenching for drainage and utilities is expected to occur over a six-month timeframe, followed by roadway construction and paving being completed in the final three months of construction

### ***Property Acquisition and/or Easements***

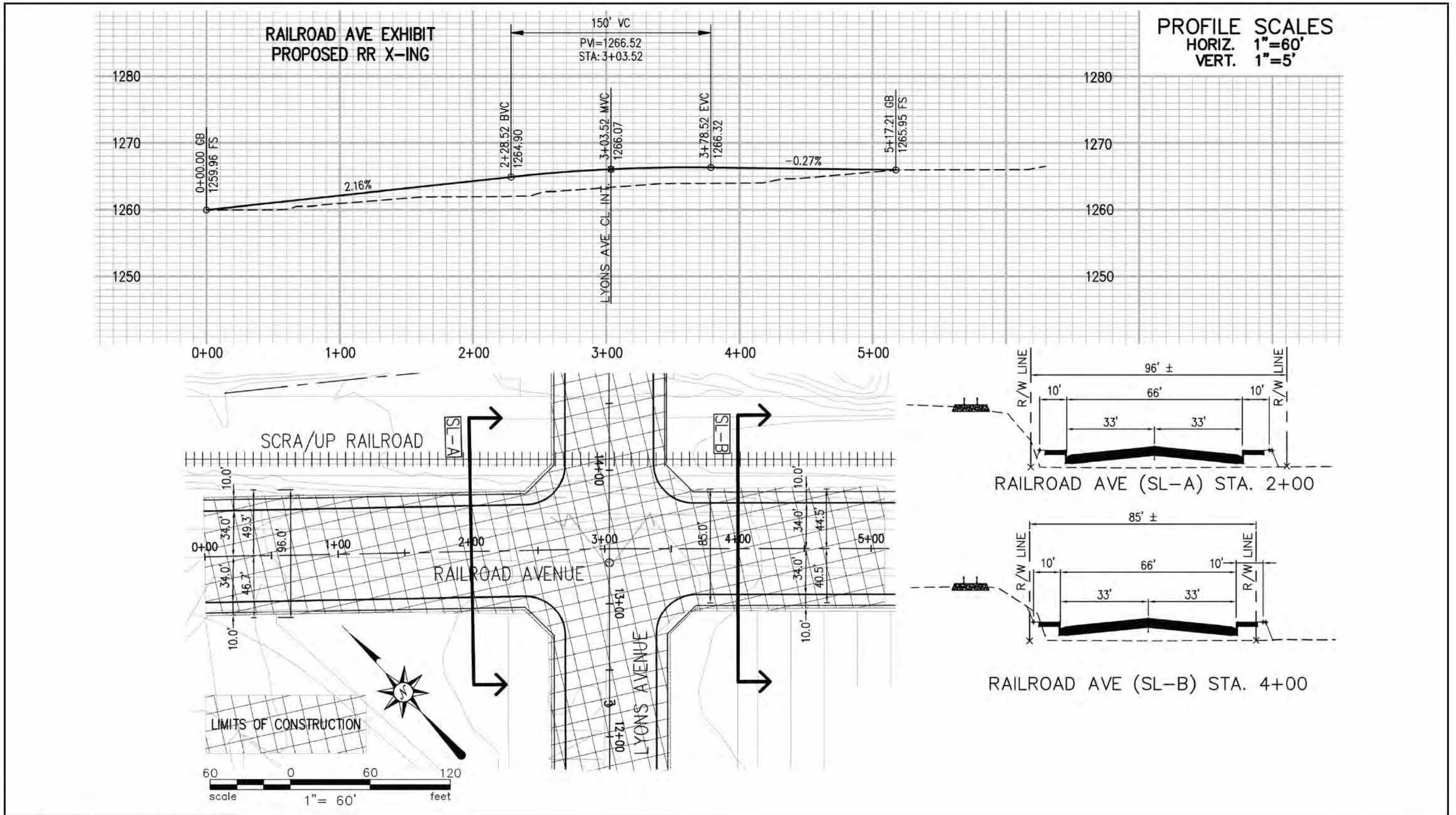
Implementation of the Proposed Project may require the potential acquisition of easements over public and private properties that are adjacent to the proposed alignment. Figure 2-18, Dockweiler Drive Study Area – Adjacent Properties Map, identifies properties in the project area that are located within or adjacent to the proposed alignment. Table 2.1, below, identifies a total of 19 of the 29 properties identified within the study area would be affected by easements and or acquisitions.

**Table 2-1  
Potential Property Acquisition and/or Easements**

<b>Map ID</b>	<b>Parcel Number</b>	<b>Acreage</b>	<b>Site Address</b>	<b>(Private or Public)</b>
10	2834-009-038	0.2760	24639 Arch Street	Private
12	2833-012-020	0.3410	No Site Address	Private
13	2834-010-043	4.0460	No Site Address	Private
14	2833-005-017	0.7320	No Site Address	Private
15	2831-026-917	0.4680	No Site Address	Public
16	2831-026-909	0.8020	No Site Address	Public
17	2833-005-024	3.3730	No Site Address	Private
18	2833-005-904	0.2830	No Site Address	Public
19	2833-001-990	3.4360	22235 Placerita Cyn. Rd.	Public
20	2833-005-008	0.4550	No Site Address	Private
21	2833-005-902	0.1520	No Site Address	Public
22	2833-005-903	0.4900	22234 Placerita Cyn. Rd.	Public
23	2833-005-014	1.0830	22216 Placerita Cyn. Rd.	Private
24	2831-026-918	0.0710	No Site Address	Public
25	2833-005-020	0.9110	No Site Address	Private
26	2833-005-013	0.5700	No Site Address	Private
27	2833-005-012	0.8880	No Site Address	Private
28	2833-004-097	3.2500	No Site Address	Private
29	2833-014-904	11.0090	No Site Address	Public

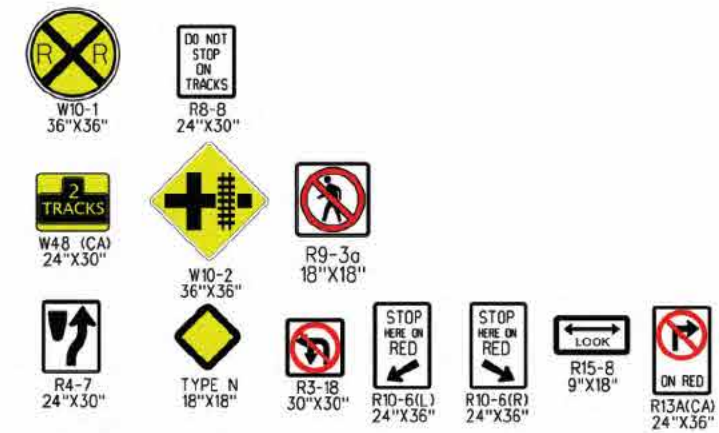
*See Figure 2-17, Dockweiler Drive Study Area – Adjacent Properties Map.*





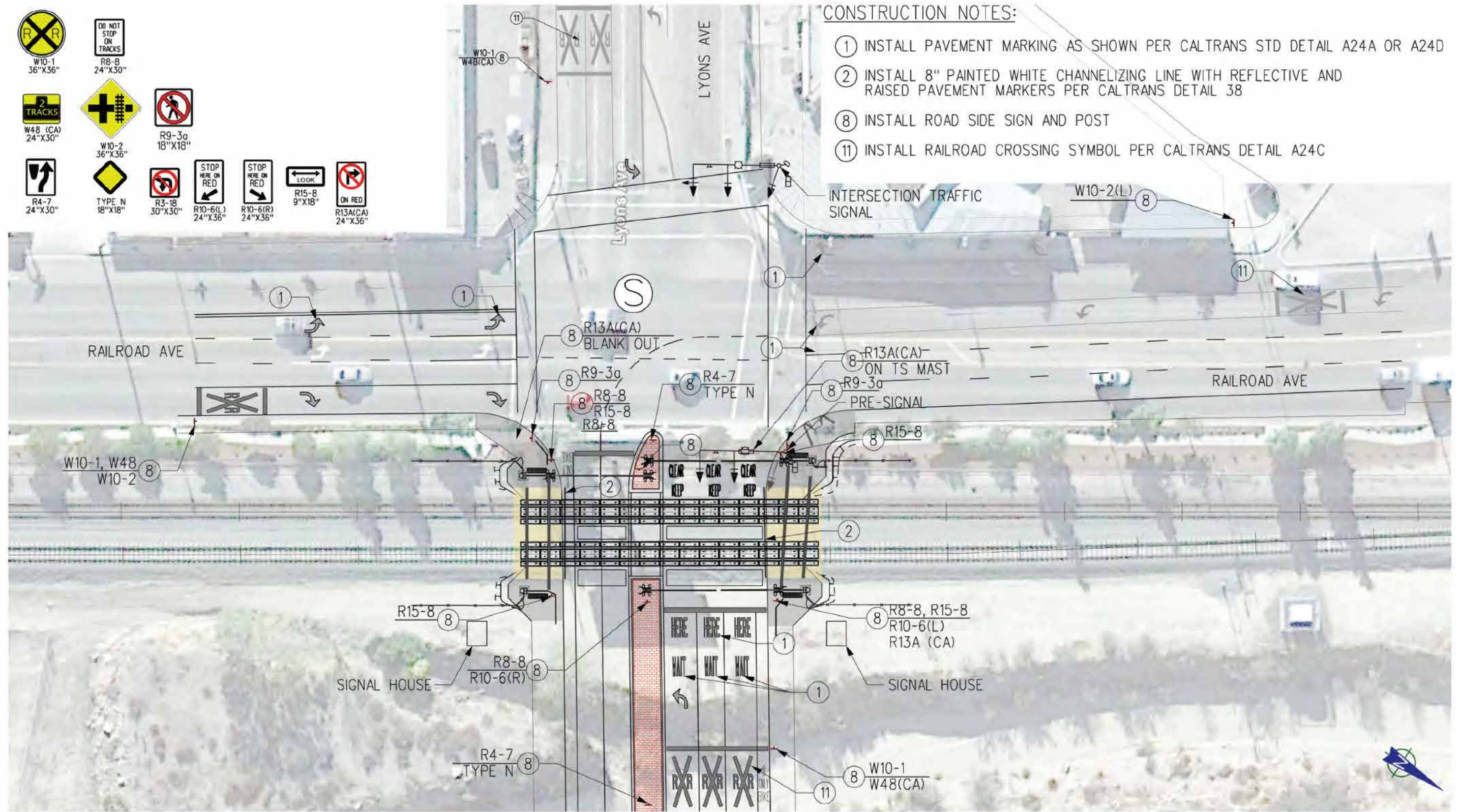
Source: David Evans & Associates, Inc.





**CONSTRUCTION NOTES:**

- ① INSTALL PAVEMENT MARKING AS SHOWN PER CALTRANS STD DETAIL A24A OR A24D
- ② INSTALL 8" PAINTED WHITE CHANNELIZING LINE WITH REFLECTIVE AND RAISED PAVEMENT MARKERS PER CALTRANS DETAIL 38
- ⑧ INSTALL ROAD SIDE SIGN AND POST
- ⑪ INSTALL RAILROAD CROSSING SYMBOL PER CALTRANS DETAIL A24C

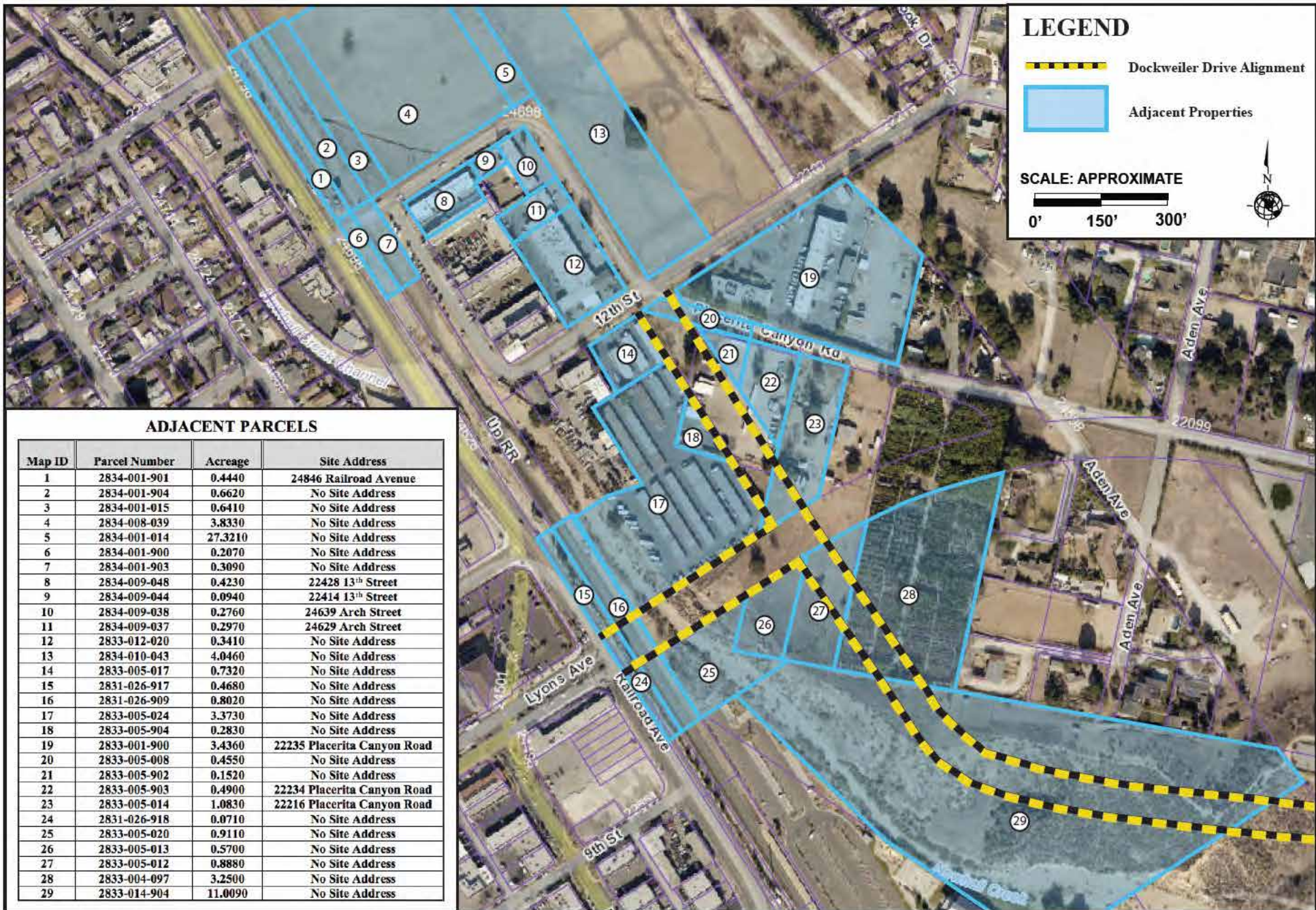


Source: Patterson and Associates, June 2015



Figure 2-17  
Lyons Avenue Street Widening - Proposed New Crossing





Source: City of Santa Clarita.



## 2.6 PROJECT OBJECTIVES

The purpose of the proposed project is to achieve CPUC approval of an at-grade rail crossing at the current terminus of Lyons Avenue and the Southern Pacific Railroad line and extend a through roadway connection from Lyons Avenue to Dockweiler Drive. The Applicant's stated objectives for the proposed project are as follows:

- Implementation of the goals of the Circulation Element of the Santa Clarita General Plan, including the crossing at Lyons Avenue and the extension of Lyons Avenue/Dockweiler Drive;
- Improve roadway level of service and circulation network;  
Provide a safe and efficient at-grade rail crossing that meets the standards of the California Public Utilities Commission (CPUC);
- Provide sufficient information for CPUC application and approval of the proposed crossing;
- Improve pedestrian and vehicle railroad safety by eliminating an existing substandard at-grade rail crossing at 13<sup>th</sup> Street and replacing it with a more advanced and enhanced at-grade rail crossing at Lyons Avenue;
- Reduce vehicle miles traveled by creating a more direct route for motorists, eliminating circuitous driving patterns.
- Provide greater connectivity between Old Town Newhall, Placerita Canyon, The Master's University and the residents that live along Dockweiler Drive;
- Provide an economic stimulus to Old Town Newhall with enhanced connectivity to the Old Town Newhall area; and
- Provide an enhanced gateway to Placerita Canyon.

## 2.7 DISCRETIONARY APPROVALS

### Lead Agency

Under CEQA, the public agency that has the principal responsibility for carrying out or approving a proposed project is referred to as the "Lead Agency" (State CEQA Guidelines Section 15367). For purposes of the Dockweiler Drive Alignment Project, the City of Santa Clarita is identified as both the project proponent ("Applicant") and Lead Agency.

The proposed project would be part of the City's Capital Improvement Program. The City Council is the City's decision-making body and is responsible for approving projects to be built within City limits. Prior to approving the Proposed Project, the City Council must certify that (1) this EIR has been reviewed and considered; (2) the EIR has adequately analyzed the potential impacts of the proposed project; (3) it has been completed in compliance with CEQA, the State CEQA Guidelines, and the City's Environmental Guidelines; and (4) it reflects the independent judgment of the City Council.

The Proposed Project would also 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. In order to allow for the proposed development to occur, the Proposed Project would require an Oak Tree Permit and a Hillside Review Permit. Depending on the approval of the Proposed Project or one of the Project Alternatives evaluated within the scope of the EIR, the oak tree permit would be required to determine the

oak tree impacts at the time of project development. The Hillside Review Permit would permit the grading necessary to construct the roadway. These entitlements will be obtained at such time as the proposed alignment is approved and roadway funding is available to implement the Project. Because it is not known at this time when the project would be funded or built and permits expire after two years, it was determined to be more cost effective to wait until such time as construction of the roadway is imminent to secure permits for the project.

Additional ministerial actions, such as grading permits, would be required by the City prior to actual grading and construction of the proposed roadway extension.

### **Responsible Agencies**

Public agencies other than the Lead Agency, that have discretionary approval power or regulatory oversight over the proposed project or project activities are considered “Responsible Agencies” (State CEQA Guidelines Section 15381). If the City approves the Proposed Project, subsequent implementation of various project components could require discretionary approval authority from the following responsible agencies:

- California Public Utilities Commission (CPUC);
- Southern California Rail Authority;
- Los Angeles County Metropolitan Transportation Authority (LACMTA);
- California Department of Fish and Wildlife (CDFW);
- California Regional Water Quality Control Board (RWQCB);
- Los Angeles County Fire Department (LACFD);
- Los Angeles County Department of Public Works (LAPW)
- South Coast Air Quality Management District (SCAQMD);
- U.S. Fish and Wildlife Service (USFWS); and
- U.S. Army Corps of Engineers (USACE).